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ATLANTIC FISHERMAN

VOL. XXII

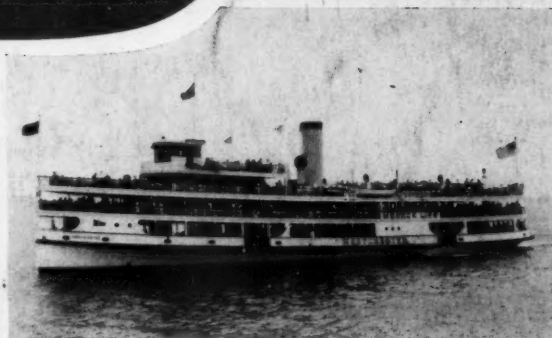
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NO. 5

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every step
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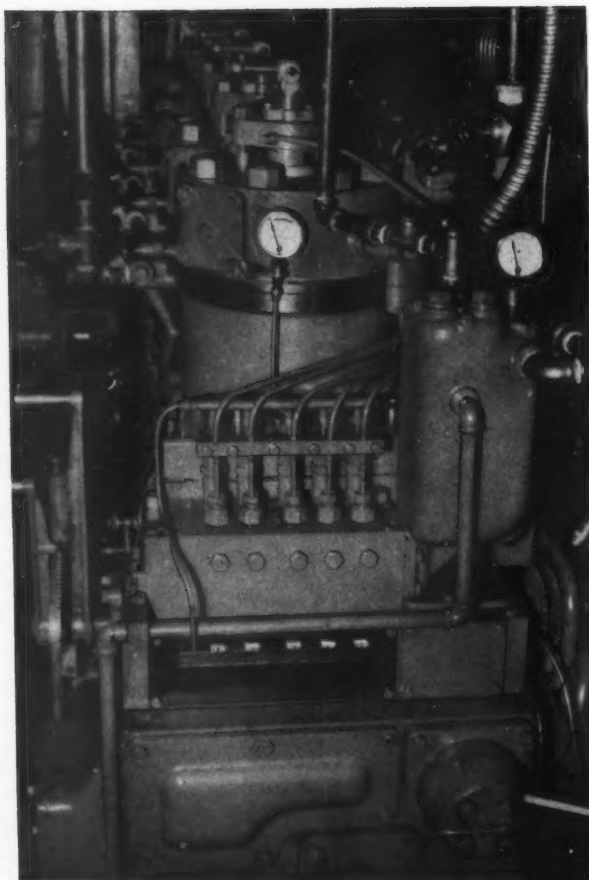
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Five-cylinder Model 35-E Fairbanks-Morse Diesel in the engine room of the "Malvina B." This engine is rated at 150-hp. at 450 r.p.m. It swings a 48" diameter propeller. The boat is registered in New Bedford, Mass.

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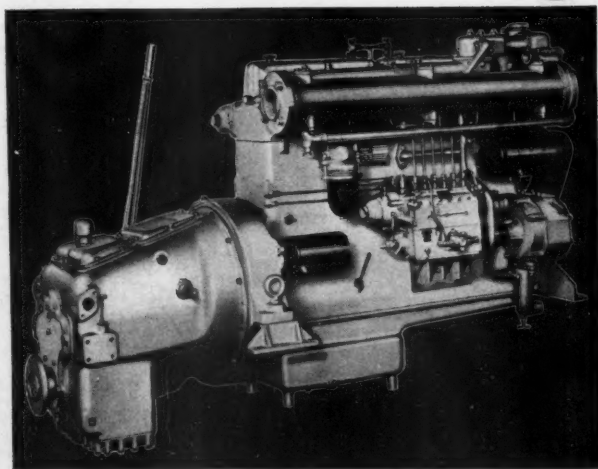
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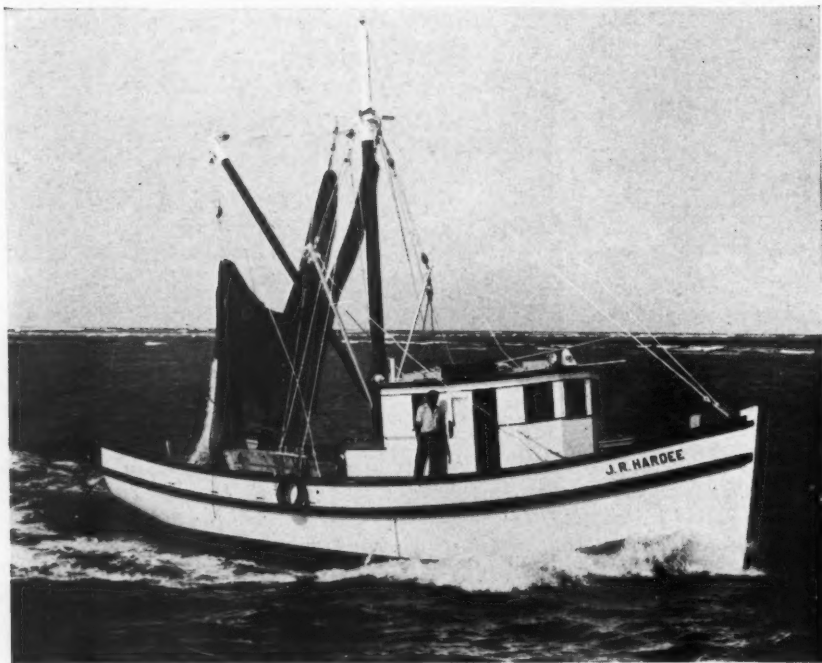
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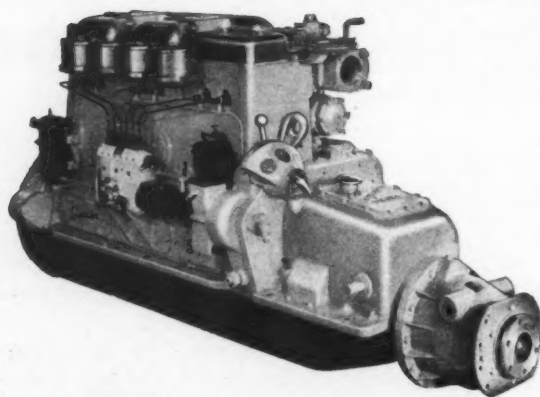
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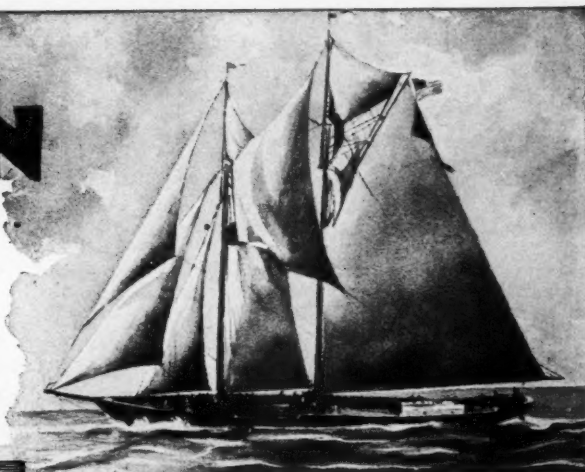
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Covering the Production, Processing and Distribution of Fresh, Frozen, Filleted, Canned, Dried, Smoked, Salted and Packaged Fish and Shellfish.



VOL. XXII

JUNE 1941

NO 5

Creating a More Profitable Market For Seafood

**W. H. Carter, Carter-Lanhardt Sea Food, Washington, D. C.,
Discusses Seafood Merchandising at the Oyster Convention**

IN 1929, I was working in Washington and also going to school. On a visit home for a week I found that my father was catching hundreds of trout and couldn't get enough for them to pay the ice bill, and in Washington, the fish I tried to buy looked like they were a month old. This gave me an idea. I didn't see why the fish couldn't be filleted at the source of production and shipped to Washington in better condition. So returning to Washington, I prepared some of these fish in this way and gave them away to hotels and restaurants to see their reaction to really fresh fish. They all said they had never tasted anything like them. With this encouragement, I quit my job, borrowed enough money to buy a truck and started in the fish business. Everything went along fine until the end of the trout season. Then I was stuck. I had no fish and no job, but I was determined to stay in the fish business. I believed that all seafood was good if fresh. With this thought in mind, I got a stand in the fish market and started buying seafood from various parts of the country. I believed that by selling my customers only fresh seafood, that it would help to build up the seafood business. Our idea was not to sell the restaurants something about ready for the garbage can, but to give them only the freshest and best. Even if the restaurants didn't complain, the customer who ate the stale seafood would not want seafood again and the restaurant would lose a seafood customer, and if the restaurants can't sell it to the public, then we can't sell to them.

We also tried to prepare seafood in a way that would make it just as easy to prepare and serve as steak. By doing this, we had less resistance from the chefs using seafood. We also worked on the restaurant owners showing them how much less seafood cost them than meats and other items they could serve. As soon as the restaurant owners found this out they started running seafood, either every other day or at least several days per week, because the more seafood they could sell, the greater were their profits. And in turn we benefited too. This, of course, entailed a tremendous amount of labor and we soon found that in order to keep it up we had to install many labor-saving devices, such as electric fish scalers, electric saws and an ice-making machine and enormous refrigerators and cooling systems.

To meet the growing demand for our products we found it necessary to open a retail branch to take care of the people who like to purchase their own seafood for home consumption. One of the most important factors in a successful retail business is to have a clean market. The ordinary fish market displays fish in open bins and the floor of the market is almost invari-

ably covered with slime and water. Ours was the first dry-floor fish market in this section. In addition we display all of our seafoods in closed, refrigerated cases and even have an ultraviolet ray lamp in each case to kill the bacteria. This helps to insure the customers confidence in our goods. In connection with the retail department we also found that many people would like to have fish but lived in apartments, where it was difficult to prepare seafood without considerable complaints from their neighbors. To meet these conditions we opened a seafood cook-shop where a lady can call and have her seafood dinner delivered right to the apartment already cooked and piping hot. By doing this, we have opened up a vast and heretofore dormant market.

As an illustration of our policy of doing all we can to overcome these problems of the industry in general, one of our greatest problems has been to supply crab shells for use in making deviled crabs. The established retail practice has made it necessary for the dealer to furnish these shells free with the crab meat. This is, of course, bad because it is an added cost to the dealer which he cannot collect for in a direct price and the restaurants experience a great deal of trouble in cleaning these shells and the shells are not of a uniform size. The worst feature of it all is that it is almost impossible to clean these natural shells and consequently there are many and frequent complaints from the public, both from the standpoint of sanitation and lack of uniformity. We solved this problem by developing and patenting a pastry imitation crab shell which is absolutely sanitary and of a uniform size which can even be eaten along with the crab meat.

Handling of oysters has been a very important part of our fish business. We attribute our success primarily to the fact that our supplies are purchased only from reputable dealers giving us quality goods. We refuse absolutely to accept oysters that have been blown too heavily or unduly watered. Before delivering our stocks to our customers we make it a practice to examine all cans, filling slack-filled cans to assure our customers getting good measure. In repacking into quart cans we rarely, if ever, are able to fill 4-quart cans out of a gallon of oysters, necessitating the adding of additional stock. One of the most important factors in increasing the consumption of oysters is to keep the price at a reasonable level. Just as soon as the price is jumped, cutting down on the profits of the buyer, his tendency is to turn to some other product.

Our oyster business during the past season has been exceptionally good due to the fine quality of the oysters, abundance of oysters of large size and the reasonable prices at which we are able to purchase stocks.

Oyster Growers and Dealers Elect Darling

**Praise Work of Director Radcliffe,
Increase Oyster Institute Budget**

HOWARD W. BEACH, who has guided the destinies of the oyster industry for 13 years, refused to be nominated again, and relinquished the Presidency of the Oyster Growers and Dealers Association, at the Convention held in Atlantic City, June 4 to 6, to J. S. Darling of Hampton, Va., capable son of one of the founders of the Association. A leading member of the oyster industry, and one of the most ardent workers for its interests, Mr. Darling enjoys the confidence of its entire membership.

The retiring President was presented with a gift from the members of the Association in appreciation of his many years of service. Mr. Beach expressed his sincere thanks to the members of the Association for their many kind expressions of regard for his efforts during his long tenure as President, all of which, he said, had indeed been gratifying to him. He was named Honorary President.

Other officers elected were: Paul Mercer, of West Sayville, Long Island, first vice-president; J. Richards Nelson of Warren, R. I., second vice-president, and Dr. Lewis Radcliffe, of Washington, D. C., secretary-treasurer.

The members were unanimously enthusiastic about the work and accomplishments of the Oyster Institute, and highly praised its director, Dr. Lewis Radcliffe. All advocated increased support of the Institute, and heartily approved the action of the directors in increasing its budget for the ensuing year.

National Shellfisheries Association Officers

The following officers were elected to serve the National Shellfisheries Association: Joseph B. Glancy, W. Sayville, Long Island, president; Dr. Leslie A. Stauber, Bivalve, N. J., vice-president; Major Richard Messer, Richmond, Va., secretary, and Howard W. Beach, New Haven, Conn., treasurer.

The Oyster in National Defense

One of the high-lights of the Convention was Dr. Helen S. Mitchell's address on "The Place of the Oyster in Nutrition", stressing the protein, mineral and vitamin content of oysters, who said that a portion of 6 oysters would supply one-third the daily human requirement for iron, a liberal day's supply of iodine, and one-fifth of the daily need of riboflavin (one of the B complex vitamins).

The oyster can become a major food item in nutrition for National defense, said Dr. Mitchell, who is director of nu-



The oyster schooner "Alert" operated by Stowman Bros. at Port Norris, N. J., was recently repowered with a 330 cubic inch Gray "Six-121" with 3.5:1 reduction gear. Built by Chas. Stowman & Son, Dorchester, N. J. Dimensions are 87' x 23' x 6'. Wheel size is 34" x 26". Maximum engine speed is 2050 rpm., corresponding to a shaft of 580 rpm.

trition on the staff of the Co-ordinator of health, welfare and related defense activities at Washington.

Dr. Mitchell said the oyster could be used as a "protective" food in war times just like fruits and vegetables, and that it tops all fish in the amount of proteins, yet is not fattening like other protein foods; the bivalve also contains iron, copper and iodine needed for health building.

The Virginia Mussel

Another highlight of the Convention was the announcement of a new shellfish industry that Virginia has reason to believe is destined to be a permanent one. Virginia being the center of distribution in greatest abundance of the mussel, there are great possibilities for establishing the mussel industry on a sound economic basis. Senator G. Walter Mapp, Commissioner of Fisheries of Virginia, first recognized the import of this resource and at his instigation, the Commission's Virginia Fisheries Laboratory has launched a broad research program to find out the biology of this bivalve and a scientific basis for its intelligent development. The Virginia Commission of Fisheries and the College of William and Mary, through the work of their marine laboratories, are taking steps to not only put mussel culture on a successful basis in Virginia but to find uses for still other local molluscs that heretofore have not been used commercially by the Virginia watermen.

Welcome by Fowler

Joseph N. Fowler of Trenton, director of the New Jersey Board of Shellfisheries, welcomed the convention to Atlantic City.

Beach's Report

Howard W. Beach, of the Oyster Dealers and Growers Association, in his annual report, warned the oystermen that publicity is necessary to meet the "ever-present threat" to the industry through misinformation.

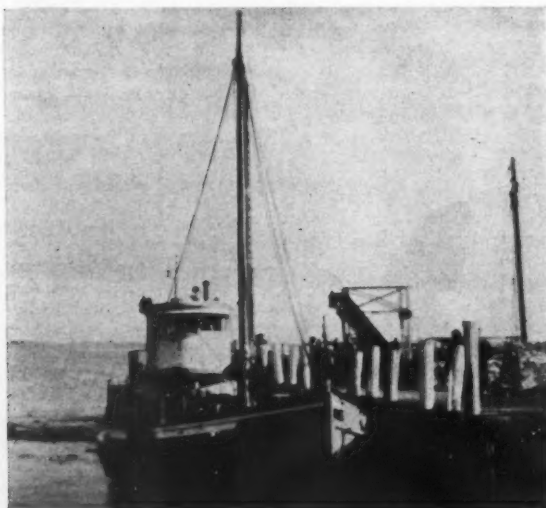
He stated that the National defense effort is increasing government regulation of business. "I do not believe that there is any deliberate attempt to hamper the flow of trade," he said. "But legislation is often passed by people ignorant of the effect it may have on an industry such as ours."

Adoption of Standards

Delegates attending the convention, in commenting on the proposed adoption of standards on oysters, crabmeat and shrimp, declared that the Association itself should take the initiative and adopt its own grades and standards.

Banquet

At the banquet Royal Toner, of Lester and Toner, Inc., was toastmaster, and Dr. Helen S. Mitchell, guest speaker.



The "Resolute", Capt. Charles Fidler, at the dock of the owner, Seacoast Oyster Co., New Haven, Conn., powered with a 4 cylinder, 100 hp. Wolverine Diesel engine.

Maine

Yards Launch

Three More Draggers

CHRISTENED by her namesake and wife of the owner, William Eldridge of New Bedford, the *Harriet N. Eldridge* slid gracefully off the ways at Morse Boatbuilding Co., Thomaston, on May 14. She is the second vessel to bear the same name, her predecessor having been sold to the Government last year after but a short fishing career.

The trim new craft is a New Bedford-type dragger with dimensions of 94 x 19½ x 10 feet, and fish carrying capacity of 115,000 pounds. There are quarters for a crew of 9, 7 forward and 2 aft.

Power is supplied by a 230 hp. Cooper-Bessemer Diesel, turning a Hyde wheel. The winch is furnished by Hathaway, batteries are 32 volt Exide Ironclad and the galley range is a Shipmate.

The vessel is expected to be ready for fishing by the first of July.

Oyster Convention Continued

Among the addresses made, and which will be printed in future issues of *Atlantic Fisherman*, were those by: L. M. Fisher, Washington, D. C.; Dr. Leslie A. Sandholzer, of the Craney Island Laboratory; F. J. Maier, New York, U. S. Public Health Service, "Present Status of Shellfish Cleansing and Conditioning Processes"; Dr. J. Lynn Mahaffey, New Jersey Health Department; Dr. Leslie A. Stauber, Oyster Research Laboratory, Bivalve, N. J., "Survival of the Oyster Drill in Waters of Low Salinity"; G. Francis Beaven, Solomons, Md., "Shell Planting Operations in Maryland"; Dr. Curtis L. Newcombe, Virginia Fisheries Laboratory, Williamsburg, Va., "The Cultivation of Mussels in Virginia"; James B. Engle, Fish and Wildlife Service, Fishery Biological Laboratory, Milford, Conn., "Further Observations on the Oyster Drills of Long Island Sound"; Dr. A. E. Hopkins, Director of the U. S. Fish and Wildlife Laboratory at Pensacola, Fla., "Effects on Oyster of Changes in the Salinity of the Water"; Dr. Thurlow C. Nelson, Professor of Zoology at Rutgers University, "Observations on the Mudworm on the Oyster Beds of Delaware Bay"; Dr. V. L. Loosanoff, Director of the Fishery Biological Laboratory at Milford, Conn., "Observations on Oysters and Starfish in Long Island Sound"; R. O. Smith, Fish and Wildlife Service, "Progress in Experimental Oyster Culture in S. C."; Dr. Herbert F. Prytherch, of Beaufort, N. C., "Spawning and Setting in Rappahannock River, Va."; Edwin Warfield, Jr., Chairman Maryland Conservation Commission, "Advertising and Merchandising Oysters"; Dr. P. S. Galtsoff, Oyster Research Laboratory, Bivalve, N. J.; Lawrence D. Kavanagh, Louisiana Conservation Dept., New Orleans; Charles E. Jackson, Fish and Wildlife Service, Washington, D. C.; S. R. Pottinger, Fish and Wildlife Service, "Technological Studies on Shucked Oysters, Season 1940-41"; L. T. Hopkinson, U. S. Tariff Commission, Washington, D. C.; and A. E. Kessler, Executive Secretary, Fishery Council, "The Promotion of Sales of Fish and Shellfish".

Directors Elected

The Oyster Growers' and Dealers' Association elected the following Directors for 1941-42: Rhode Island: Benj. D. Rooks, B. J. Rooks & Son, Warren; H. I. Reynolds, Beacon Oyster Co., Wickford, Connecticut: Gordon Sweet, H. C. Rowe & Co., New Haven; Andrew Radel, Andrew Radel Oyster Co., So. Norwalk. New York: Royal Toner, Lester & Toner, Inc., New York City; Frank H. Elsworth, J. & J. W. Elsworth Co., New York City. New Jersey: F. F. East, F. F. East, Inc., Maurice River; John Ringgold, Delaware Bay Oyster Packers & Growers Ass'n, Port Norris. Delaware: George N. Shillingsburg, Shillingsburg Oyster Co., Greenwich, N. J. Maryland: Geo. T. Harrison, Tilghman Packing Co., Tilghman; Albert W. Woodfield, Woodfield Fish & Oyster Co., Galesville. Virginia: I. T. Ballard, Ballard Fish & Oyster Co., Norfolk; Rufus L. Miles, J. H. Miles & Co., Norfolk.



The "*Harriet N. Eldridge*" after being launched at Thomaston, Me. by Morse Boatbuilding Corp. for William Eldridge of New Bedford, Mass. and launching party. Left to right: Capt. John G. Murley, Mrs. Murley, Mrs. James McCollough, Mrs. Harriet Eldridge, the sponsor; William Eldridge, James McCollough, and Wilbur Morse.

"John G. Murley" Launching

The *John G. Murley* was launched at the Morse yard in Thomaston June 11, for Capt. John G. Murley of New Bedford. This is the ninth boat that Captain Murley has had built by the Morse family, six in the present yard in Thomaston, two at Friendship, and one in Damariscotta, and he has acted as owners' representative for three others at the Thomaston yard.

The new craft measures 94 feet in length, 19½ feet in beam, and 10 feet in draft. The engine is an 8 cylinder, 230 hp. Cooper-Bessemer Diesel, direct reversing with sailing clutch. The boat is made of native oak and has a fish hold capacity of 115,000 pounds. Accommodations are provided for 7 in the fore's'le and 2 in the after cabin. Construction of the craft, under the managership of Wilbur Morse, owner of the yard, and a veteran of 40 years of shipbuilding, was rushed to completion in record time.

Included in the boat's equipment is a Shipmate range, Hathaway winch, Hyde propeller and 32-volt Exide Ironclad battery.

Among those in the launching party were: Capt. John G. Murley, owner of the craft; Miss Helen Murley, the sponsor; Mrs. William Mead, Mrs. John Murley, Mrs. Ernest R. Murley, Mrs. Charles Morse, Walter Souza; Capt. William Mead, who will be master of the boat; and Capt. Ernest R. Murley.

"Queen of Peace" Launched for O'Hara

Francis J. O'Hara, Jr. of Boston, 11-year-old son of the president of F. J. O'Hara & Sons, Inc., sponsored the 58-foot fishing dragger *Queen of Peace*, launched June 10 with appropriate ceremonies by Maine Shipyards Corp., South Portland. Her construction and equipment are identical to her sister ship, the *Ave Maria*, launched May 1, and fully described in the May issue of the *Atlantic Fisherman*.

These boats are the first two of a ten-vessel fleet being built for O'Hara, comprising six 58-footers and four 86-footers, all scheduled for completion by Fall.

The *Queen of Peace* will be commanded by Capt. John Wentworth of Vinalhaven.

The *Ave Maria*, commanded by Capt. Reuben Doughty, already has landed several good fish fares at Portland.



Views in the clam shucking plant of the Maine Shell Food Company at Yarmouth, Maine. Left to right: In the shucking room where 20 women are kept busy removing the meats from the shells. Washing the meats with high pressure jet of water. Packing the cleaned clams in cans. Photos—Dick Reed.

New Clam Plant Busy

Maine's largest and most modern clam shucking plant went into operation several weeks ago. Established by the Maine Shell Food Company under the management of George Soffron of Ipswich, Mass., the plant is turning out several hundred gallons of the bivalves daily for shipment throughout the East and Middle West. Nationwide distribution which would enable gourmets of the 48 states to enjoy this succulent seafood is the eventual goal of the enterprise.

After choosing Yarmouth as the site of his operations Soffron took over an old garage on the Royal River which he has completely remodeled. The very latest machinery for cleaning and washing the clams has been installed and the plant has a 300 gallon a day capacity. At the present time work is being provided for 20 women, several men and nearly 100 diggers. Soffron hopes to build his plant crew up to 50 with 200 diggers supplying the clams.

Brought to the plant by truck and boat the clams are first carefully inspected and graded and then turned over to the women shuckers. The meats are put through a newly developed washing process and then packed in gallon cans which are shipped in ice to the markets.

Of the opinion that the market for Maine clams is virtually unlimited Soffron, who is a veteran of 15 years in the business, hopes to establish at least five big shucking plants along the coast during the next two years.

April Catches Gain in Value

April was a good month for Maine fishermen with total receipts of \$262,250, running more than \$115,000 ahead of their income for the same period in 1940.

Gains were shown by nearly every specie with herring, lobsters, rosefish and haddock making the best showing. Prices ran about the same, with those on groundfish somewhat lower.

Included in the catches were: 861,000 lbs. cod; 1,335,000 lbs. haddock; 37,000 lbs. hake; 132,000 lbs. pollock; 198,540 lbs. cusk; 1,469,870 lbs. rosefish; 131,000 lbs. flounders; 240,345 crabs; 380,000 bloodworms; 58,317 bushels of clams; 285,678 lbs. Maine and 15,681 lbs. Canadian lobsters; 21,768 lbs. scallops; 47,098 bushels herring; 31,056 lbs. smelts and 13,404 lbs. sea eggs.

Revival of Waldoboro Shipyard

The Welt shipyard in Waldoboro, idle for 40 years since the last of a famous fleet of sailing vessels was launched there, is again being put in commission, and is already in the market for government or private contracts. The preliminary work, looking toward the building of a large modern plant, provided with modern equipment began June 2.

The shipyard has been acquired from Roland A. Genthner by a new corporation known as the W. Scott Carter Shipbuilding Company.

Canned Product Directory and Recipe Book

The Maine Development Commission has just announced completion of a unique 64-page book containing "Tested Recipes Made with Famous State of Maine Canned Foods",

combined with a directory of Maine Cannerys and full color reproductions of the brand labels of 196 seafood, fruit and vegetable products packed in Maine.

The book is believed to be the first of its kind ever issued by State authority and expense to promote the individual house brands of its Canning Industry—37 Maine cannerys in all being represented.

The book was created and produced by Brooks, Smith, French & Dorrance, Inc., of New York, merchandising and advertising counselors to the State of Maine.

The Maine Development Commission financed its production in the interest of the Maine Cannerys' Association and the Maine Sardine Packers' Association from special State appropriations for "farm" and "sea and shore" products.

Provincetown Notes

THE first pollock of the season was landed the middle of May by Capt. Frank Souza of the Cape Cod Trap, when he landed 3,000 lbs. The traps averaged 100 kegs of herring daily, and the Atlantic Cold Storage and the Provincetown Cold Storage plants started over-night freezing for bait.

The draggers remained in Hyannis until June first. They averaged 16 boxes of black backs daily per boat.

The dories have not done so well lately, due to the prevalence of dog fish, and the high tides.

A Harvey-Wells radiophone has been installed on the *Queen Mary*, Capt. Anthony Russell, by the Cape Cod Marine Radio Co.

First mackerel of the season were caught May 19, some weighing 3 lbs. Mackerel were in Chatham and Harwichport also.

Capt. John Russe has purchased the *Frances and Marion* from Capt. Frank Henrique, and will skipper her.

Salmon, \$1 per Lb.

Capt. Joe Oliver was lucky to catch a 38-lb. salmon in a trap. Seldom have any as large as that been seen in these waters, 25 lbs. being the average weight. He sold it to the Gonsalves Fish Co. for \$1 per lb.

New England Fishing Income for 1939

COMPLETE figures on the New England fisheries for 1939 were made available on May 20 by the department of the interior. The report shows that in 1939 a total of 663,866,000 pounds of fish and shellfish, valued at \$19,509,000, comprised the commercial catch in New England. Compared with 1938, these figures represent an increase of 32,346,000 pounds and \$1,234,000.

Massachusetts led with 521,097,000 pounds, valued at \$14,242,000. Maine was second with 116,167,000 pounds, followed by Connecticut with 13,868,000 pounds, Rhode Island with 11,856,000 and New Hampshire 877,000 pounds. A total of 31,792 persons were employed. Salaries and wages amounted to \$7,368,000. The value of the output of manufactured products totalled \$26,033,000.

Gloucester Swordfishing Fleet Led by "Evelyn G. Sears"

TO Captain Vincent Hogan, skipper of the schooner *Evelyn G. Sears*, goes the distinction of being the first of the 1941 swordfishing fleet to start out. He took his vessel out from Gloucester June 4.

Restrictions Set by Seiners

Effect of the self-imposed restrictions under which the mackerel fleet are operating, in the move to curtail the supply and improve prices, was seen June 5 when a fleet of seven seiners and four netters came to the Boston Fish Pier, bringing catches that totalled 261,400 pounds. The largest single haul was 40,000 pounds by a vessel which a week ago was in Boston with 82,000 pounds.

For the second time in the very long history of the mackerel fisheries, skippers and fishermen have established a maximum catch per trip, this time setting the maximum at 40,000 pounds for any one trip. This rule was agreed upon by the crews of 22 local seiners, the entire fleet in meetings, according to Dominic Ventimiglia, acting business agent of the Atlantic Fishermen's Union in this city.

Mackerel fishermen have also agreed that all seiners landing fish West of the Cape Cod Canal will remain in port for 36 hours between trips, while all landing at either Boston or Gloucester will stay in port 24 hours between trips.

The fishermen also agreed not to sell their fish by radio telephone from the fishing grounds as they have done in the past. The present agreement is effective for the period of one month from June 2.

To Cut Down Redfish Landings

Drastic rules to curb the swelling of redfish landings here were agreed upon June 2 at a meeting of 150 captains and union fishermen of redfish druggers.

It was voted that all craft having a capacity of more than 100,000 pounds stop redfishing for eight days between trips, while boats between 70,000 and 100,000 pounds capacity refrain for seven days between trips, and boats with capacity under 70,000 pounds, six days. In this manner the fishermen hope to keep the redfish price here at its present level of \$1.85 per hundred pounds. While they are not redfishing, boats may go dragging but must not bring in even a pound of redfish on such trips.

Action was made necessary from the fact that local dealers are almost frantic in their effort to handle the deluge of redfish that has been coming into Gloucester. In 36 days, a total of 14,349,000 pounds redfish was landed in 195 trips. In one week alone, total landings amounted to 3,601,000 pounds in 48 trips.

It is believed that with the new rules, a number of druggers will go swordfishing rather than try their luck at groundfishing during the Summer when this type of fishing is not so good. It is also believed that others will go into mackerel seining, rather than to spend the redfish vacations looking for cod, haddock or other fish.

The aim of the new rules is primarily to reduce the size of the local redfish fleet, which is now estimated to close to 60 druggers of all sizes.

There are some three million pounds of redfish in the freezers against 300,000 pounds at the same time last year.

To Be Repowered with C-B Diesels

Three Gloucester fishing boats are to be repowered with Cooper-Bessemer Diesels. They are the *Seraphina II* owned by Capt. Joseph Chianciola, which will have a FP4-120 hp. engine replacing a 110 hp. Cooper-Bessemer; the *Bethulia*, Capt. Philip Curcuro, which will have a FP4-120 hp. model; and the *Evelina Goulart*, owned by Capt. Manuel Goulart, which will have a GN6-260 hp. model.

Radio Telephone for "Manuel F. Roderick"

The new 97' dragger *Manuel F. Roderick* owned by Capt. Manuel Avila, has been equipped with a 50 watt Jefferson-Travis radio-telephone, sold by Stearns Marine Co., Boston, Mass.

New Dragger for Boudreau

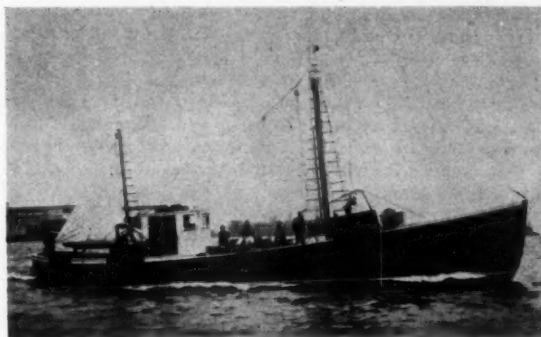
Story's yard of Essex, now operated by John P. Story, is building a 101-foot dragger for Capt. Alphonse Boudreau of Gloucester, owner of the *Edith L. Boudreau*. The new boat will have an approximate fish capacity of 185,000 pounds and will be powered with a 300 hp. Atlas Diesel.

Seafood Workers Elect

Reginald O. Thompson was chosen business agent of the Gloucester Seafood Workers' Union at their annual election held June 3, when 833 votes were cast out of 950 eligible, or 88 per cent of the registered vote. Manny Rose of Mariners Fish Company was elected assistant business agent, while Russell Borgenson of Cape Ann Fisheries, Inc., is the new president.

Mackerel Reach 5½ Cents a Pound

On June 9 it was reported that Boston paid 5½ cents for mackerel, seiners having restricted their catches to 40,000 lbs. per trip, and staying in port for 24 or 36 hours between trips.



The dragger "Nancy B.", owned by John Bruno of Boston, is 75' x 17' x 8' with a capacity of 65,000 pounds. She is powered with a 135 hp. 4 cylinder Atlas Diesel of the reverse gear type, 10 x 13, 325 rpm. She has a Hathaway winch, Kinney clutch and Shipmate range.

Seiners at New Bedford

FOUR Gloucester seiners were at New Bedford over the May 24 week-end with a total of 143,000 lbs. fresh mackerel. *Three Sisters*, with 28,000 lbs.; *Capt. Drum* and *Naomi Bruce III*, with 40,000 lbs. each; and *Jackie B.*, with 35,000 lbs. Catches were reported sold at two cents a pound.

Five seiners were at New Bedford June 5 with small trips, totalling 93,000 lbs., and they were reported to have received five cents a pound, which was better than the Boston price. They will have to remain in port 36 hours before sailing again, because of the seiners' ruling restricting catches and sailings.

The trips landed: *Eleanor*, 40,000 lbs.; *Three Sisters*, 17,000 lbs.; *Catherine Graffeo*, 14,000 lbs.; *Naomi Bruce III*, 12,000 lbs.; and *Gertrude DeCosta*, 10,000 lbs. They received five cents a pound.

Arriving June 8 were: *Jackie B.*, 20,000 lbs.; *Frank F. Grinnell*, of Newport, 18,000 lbs.; *Seraphina N.*, 18,000 lbs.; *Capt. Drum*, 12,000 lbs.; *Andrew and Rosalie*, 12,000 lbs.; *Gertrude DeCosta*, 10,000 lbs.; *Naomi Bruce III*, 10,000 lbs.; *Poseidon*, 9,000 lbs.; *Saint Ann*, 8,000 lbs.; *Catherine Graffeo*, 4,000 lbs.

Navy Asks Polls of Aliens

The Navy has asked the Fishermen's Union here to register all alien fishermen in an effort to determine the number of alien seamen in the coastal fleet. Dominic Sparrow, local agent, said about 500 fishermen would be registered by the time the poll is completed.

Sunday Fish Bill Rejected by Governor

A terrific fight is being waged here by every one interested in having the Governor see his way to signing the Sunday Fish Bill. After a hard fight it was passed by the House and Senate, and when it was rejected by the Governor, his action came as a complete surprise to this city. His reason for sending it back is, he said, to be amended so that it will only apply to small boats.

Great Lakes Conservation Agitation Not New

THE cry that the Great Lakes Fisheries are being depleted is not new. The following article appeared in the *Door County Advocate* (Michigan), September 12th, 1878, over 62 years ago.

"Our lakes are being depopulated of fish, despite the efforts of the fish commission. This is the result of the immense slaughter which has been going on for the past few years, and if it is allowed to continue our supply of fish will have to be sought abroad. Our gill nets, small-meshed draw nets and pounds are doing a terrible work. At the present time there are scarcely any No. 1 whitefish caught, and large quantities of the younger fish are being caught before they arrive at the spawning age, which is about two years old. If this destruction is allowed to proceed, but a few years will elapse before our waters will be devastated of this rich product of food. It is true that laws have been passed by some of the states bordering on the lakes; but until all of the states join in this business and see that their laws are enforced, we know of no way of staying the evil complained of." This was 62 years ago, and the controversy still goes on.

New Net Sizes Ordered by Conservation Board

The Wisconsin Conservation Commission set up new regulations for commercial fishermen on Lakes Superior and Michigan at a meeting on May 21.

The commission ruled that Lake Superior fishermen must use flexible herring and long jaw nets of $2\frac{3}{4}$ inch mesh after July 1, an increase of about one-eighth inch over the present size.

It also set the Lake Superior herring season from Nov. 5 to Dec. 5, and decided against a commercial open season for pike and pickerel.

In another ruling the commission held that in Lakes Superior and Michigan, beginning July 1, the size of mesh in pound nets must be $4\frac{1}{2}$ inches when fished in water deeper than 50 feet. Fishermen will be required to change one-quarter of their nets this year and one-quarter by July 1 in each of the three succeeding years.

In an order affecting Green Bay, the commission ruled that in two years the legal length of perch would be increased one-half inch to eight inches.



The "Viking", owned by Harry Mogck, Cape May, N. J. Length, 104.6; beam, 14.7; gross tonnage, 79; net tonnage, 54. Powered with a 6 cylinder 9" x 12", 180 hp., 400 rpm., starboard Superior marine Diesel with sailing clutch.

Capt. Jos. Goulart of the "Muriel and Russell", formerly the "Funchal", owned by Lenora C. Silva, Gloucester, Mass., and powered with a FP4-120 hp. Cooper-Bessemer Diesel engine.



Long Island Flounders Tagged

ADDITIONAL tagging of winter flounders and preparation for continued observations on the lobster and the fluke fisheries have constituted the principal recent activities in the cooperative study of the marine fishery problems with Suffolk and Nassau counties of Long Island and the Fish and Wildlife Service.

About 300 winter flounders, obtained from the catches of fyke nets which operate in Shinnecock Bay during the late winter and early spring season, were recently tagged and released in the Bay. It is expected that recaptures of these tagged fish will disclose information on the migration of winter flounders to and from Shinnecock Bay and also help to determine whether the size limit on winter flounders in the area should be increased from 6 to 10 inches. During April, about 120 winter flounders were tagged in Western Long Island Sound.

Tagging Fluke

The Town Board of Islip has appropriated \$200 for the tagging of fluke. A tagging experiment was financed by the Nassau County Board of Supervisors last year, which will tie in very nicely with the Islip tagging.

The Fish and Wildlife Service were making attempts this Spring to raise funds for the tagging of fluke off the lower Jersey coast to try and trace their migration. Following this, the Service will tag fluke under the Town appropriation and thus learn the fishing intensity here.

Hard Clam Planting

The annual hard clam planting project has been completed in the Town owned sections of Great South Bay. \$972.50 of the \$1,000 appropriation provided for this project has been expended in its operation. The planting consisted of 500 bushels of Massachusetts, Northport and Three Mile Harbor bivalves.

Good Catches at Sheepshead

Sheepshead Bay skippers have been making good catches of sea bass and mackerel with pollock and black fish mixed in. Many of the Sheepshead boats dock 2,000 fish daily.

Weakfish

Vail and Eldredge caught in their traps, the early part of last month off Gardiners Island, nearly one hundred boxes (100 pounds to the box) of weakfish.

Maryland

Restricts

Catching Crabs With Pots

THE crab season opened on May 1st, with a glut of crabs, as the weather during the winter was warm and caused crabs to make an early appearance.

An over-supply of crabs at the beginning of the season is as bad for the packers as a scarcity. When the market is glutted, prices are low and it takes some time for the market to recover. After the first catch is over there invariably follows a scarcity for several weeks.

During the last week in May crabs become scarce and the price gradually began to rise. Both packers and crabbers expect a good season this year with a good run of crabs during the summer.

The Maryland legislature passed a law to forbid catching crabs with pots only in a few restricted areas. A crab pot is made of wire, six feet long, four feet wide, and four feet-four inches tall, with a lid in the back to dump the crabs, and an opening in front with a mouth similar to an eel pot. They are baited with fish or tripe, and are fished about twice a day or on the change of the tide.

Some pot fishermen caught as high as two thousand crabs a day. These sold for a cent a piece. It is claimed by a large number of crabbers that this method of catching crabs will tend to destroy them as these pots catch the smaller crabs, as well as large ones, and they kill one another in the traps.

The traps are fastened to a stake, usually located in small creeks, and are hauled into the boats and dumped and culled. The law against the use of motor boats in crabbing was repealed, as it was impossible to enforce it.

The only method of crabbing in the Sinepuxent bay is trot-lining. This method was introduced in that section by Crisfield crabbers, who went to the Sinepuxent for several seasons and taught the crabbers in that section.

Shad and Herring Season Closed

The shad and herring season has closed, and there was an increase of shad this year over last. Shad sold for the highest price at the beginning of the season, ever known, and closed about as low.

The Conservationist are still alarmed over the decline in shad and herring in the Chesapeake bay, and Maryland and Virginia officials are trying to work out methods to improve the supply of these two species of fish. Albert Woodfield, chairman of Commercial Fisheries Committee of Maryland, states that Chesapeake shad have been shown through tagging and scale studies, to return to the Bay area where they are hatched. All of the scientific work done indicates that Chesapeake shad cannot and are not turned from the Bay by trawlers or motor boat operations. This shows that Chesapeake fish have not left local waters and gone to the Hudson to increase the supply there, but that the two fish are different breeds.

There are not enough fish left in the waters to take care of breeding, and the cure for that is not fishing so much. Yet this does not mean catching fewer fish, it means fishing fewer nets. With fewer nets more fish will be caught in the long run, and this means over a period of time or even years. If a million fish come into the Bay and half of them are caught all of the other half million will keep until the following year. In the meantime, they will spawn. All the Chesapeake Bay fish will keep coming back into Maryland waters until they are caught, and if that is not for six or seven years, each time they return, they will spawn again. The more times they return the larger they will get because they will continue to grow. So, fewer nets will catch practically all the shad, and will let a big part of them spawn at least once.

Among the Shippers

George A. Christy & Son of Crisfield are shipping large quantities of croakers and weak-fish, and rock. This firm handles large shipments of croakers especially, and this year they are very plentiful. Croakers are the one specie of fish that seems to increase each year. Rock have also been large, with a good catch.

Virginia

Crabbers

Expect Good Season

CRAB fishermen in the Chesapeake Bay area are looking to the 1941 season with optimism after taking into consideration the fact that the Winter was mild. Hard crabs were beginning to show up in small quantities on the wholesale markets early in April and throughout most of the month were reported to be bringing four and five cents per pound to the fishermen. Because of the earlier, and more open Spring, an increase over last year's stock is expected, with prices, however, being about on a level with those of last year. Due to the unusually warm weather by the middle of May, soft crabs were being caught in "such great quantities" that price along the Rappahannock went to as low as 30 cents per dozen.

Bluefish Being Seined

Bluefish, which disappeared mysteriously from Virginia waters several years ago, are being caught with seines in "fairly large quantities" in deep water off Messick, according to L. M. Callis, Inspector for Commission of Fisheries.

Just what caused the disappearance of the bluefish is still a matter for conjecture among fishermen in the Bay area, some of them pointing to a decline in the number of menhaden which are fed upon by the voracious bluefish. With their main supply of food seriously curtailed, they say, the bluefish "just naturally left".

Other explanations attribute the decline to "overfishing", and to the possibility of larger fish coming into the area and driving out the bluefish, which suddenly became scarce from Maine to Florida.

The blues have been so scarce on the Atlantic Coast so far that recently a shipload of them was sent to New York from Argentina, the first such happening that coastal folk hereabouts can remember.

Mussel Beds

With the rapid advance in the growing season the Virginia Fisheries Laboratory has started its field investigations, and the Summer teaching program of aquatic biology and conservation has been announced. The *Agnes Hope* recently returned from an extended cruise to the Rappahannock River, Tangier Island and the Bay side of the Eastern Shore. The extent of the mussel beds, their size and habits of growth were studied. Various localities in the Northern waters of the Bay were surveyed for the purpose of determining those areas most favorable for the recovery of the eelgrass that was practically wiped out about eight years ago. That normal quantities have returned to many of the less saline brackish water areas of the Bay is now definitely established. Current field experiments being conducted by the laboratory are designed to tell how fast the rate of recovery is, also the best places for recovery and the growth and permanence of the repopulated beds.

Eelgrass

On an experimental scale, eelgrass has been transplanted from Harborton, on the Bay side of the Eastern Shore, to Willis Wharf on the Sea side, where eelgrass once so abundant is no longer present. Laboratory cultures have been set up at Yorktown and Williamsburg and during the Summer, these cultures will be used in determining the extent of infection by the protozoan parasite generally considered responsible for the disappearance of this economically important, grass-like marine seed plant.

Oysters and Clams

Field experiments having to do with practical methods for the cultivation of mussels, oysters and clams are being set up in a variety of localities so that contrasting conditions in the different sections of the Bay will be represented.

Six principal experimental areas are being established, one at each of the following: Chincoteague; Oyster; Kings Creek, near Cape Charles; Fox Hill; Seaford and one on the James River.



Morgan City, La., waterfront. The five shrimp boats abreast are the: "Sea Baron", "Sea Duke", "Sea King", "Sea Prince" and "Sea Queen", owned by Lewis Hardee, 45 feet long with 38 x 31 propellers, and powered with Caterpillar Diesel engines.

Louisiana And Mississippi To Transplant Oysters

LOUISIANA and Mississippi got together recently when a round-table of conservation experts and fishermen was held in Biloxi to discuss an oyster scattering project to relieve overcrowding.

An estimated 375,000 barrels of oysters will be transplanted in the project, with WPA funds of \$44,205 to bear the costs of the planting on the Louisiana reefs, over which the fleet of Biloxi and other coast towns fish during the oyster season. Dredged and placed on both Louisiana and Mississippi luggers, the oysters will be taken from extensive areas, and 25 oyster luggers, a cabin motorboat, two patrol boats, and a laboratory boat will engage in the work.

The purpose of the project is to remove oysters from the natural reefs in areas where they are so overcrowded as to be worthless, and to transplant them to a location where there is a scarcity and where a high-grade oyster will result.

La. Shrimp Ass'n Sees Hardship of Closed Season

The Southwest Louisiana Shrimp Association was chosen as the official title of the newly organized association at a meeting held in Abbeville Thursday night, May 15. The association members were guests of H. F. Solomon, packer of Vermilion Parish. Captain John Santos, president, conducted the meeting and Mr. Joe Giordano, secretary, recorded the minutes.

In addition to selecting a name, the purpose of the meeting was to study the by-laws and constitution drawn up by the association's attorney, Hon. R. N. Bauer, and to discuss the closed-season which is in effect from July 1st to August 15.

The consensus of opinion was that the industry would suffer heavy losses if the closed season is enforced this year because of the fact that inclement weather has greatly reduced catches of shrimp so far this year. The closed season was legislated as a conservation measure and the unfavorable weather conditions for the first five months of this year during which the catch was at least 40 percent below normal has served the same purpose of a closed season.

A committee was appointed by President Santos to confer with Attorney Bauer relative to petitioning the Department of Conservation for an "open season" instead of a closed season July 1 to August 15.

Attending the meeting in Abbeville were the following from St. Mary Parish: Captain John Santos, Bright Carnegie, J. A. Pharr, Jr., Vic Guarisco, Joe Giordano, J. R. Hardee, Jr., Lewis Hardee, Paul Messick, V. Santos, Virgil and Manuel Versaggi,

Joe Ramos, Felice Golino, H. W. Logan, Mayor Jesse Collins of Patterson, Lucius Palmer and Emile J. Lehmann.

Shrimp Packers' Petition

Twenty Louisiana packers and one Georgia packer have signed the "Petition for Leave to Intervene and Reconsideration" filed with the Interstate Commerce Commission by Attorney Hugh M. Frampton, Washington, D. C., in an effort to have the ICC change its present ruling that all seafood except fish as taken from the water are manufactured products. (If a fish is whole, unscaled, but gutted, it is a manufactured product). What does this mean? It means that all shipments of these products must be made in interstate commerce by carriers operating under ICC regulations. A packer cannot send his goods across a State line in his own truck. Cost of transportation must be increased materially.

Franklin Plant Sold

The packing plant formerly owned by the Franklin Seafood Co., on the Franklin Canal, was acquired by Bertheuse Chermie, operator of several seafood plants in this section and lessee of the Franklin Seafood plant for the past two years.

The new owner of the property plans to enlarge the plant considerably and pack both oysters and shrimp the year round.

New Boat for J. R. Hardee, Jr.

One of the recent additions to the Morgan City shrimp fishing fleet is the *Elna*, a 57½ x 17 ft. trawler built for J. R. Hardee, Jr., of Berwick by Milton Kymos' New Augustine Boat Building Company.

New Shrimper, New Engine, Lost Net

The Versaggi Shrimp Company's new trawler, the *Venture*, made its first trip to the Gulf this week. It was built by E. Klonaris and is powered by a 90 hp. Superior Diesel engine.

The *Starboard Rock*, belonging to A. Rock & Son, is on the ways to have a new Gray Diesel engine installed.

The trawler, *Mystery*, which shrimps for the Riverside Packing Company, got too heavy a load of shrimp in its net one day and lost catch, net and all, according to report.

Good Shrimping

Approximately 3,000 barrels of shrimp were brought into and shipped out of Morgan City, Berwick and Patterson between May 28 and June 6. It is said that this is more shrimp than was caught in the entire period of four months preceding May 15th.

Fleet to Be Blessed in July

P. A. LeBlanc, secretary-treasurer of the Morgan City Seafoods Union and general chairman of the annual "Blessing of the Fleet", is completing plans for the 1941 ceremony. It will probably be held early in July.

Wants Turtles

Dick Shannon heads a new sea foods concern—the Morgan City Turtle Company—and asks turtle fishermen to get in touch with him.

N. J. Leads Middle Atlantic in Catch

NEW JERSEY with a total of 125,344,600 pounds had the greatest catch among fisheries of the Middle Atlantic states during 1939.

New Jersey's catch, comprising 107,550,100 pounds of fish and 17,794,500 pounds of shellfish, had a total value of \$2,698,790.

New York ranked next to New Jersey, with a total catch of 93,803,400 pounds; Delaware stood third with 60,890,000 pounds and Pennsylvania fourth with 14,500 pounds.

The Fish and Wildlife Service in a statistical report just released on the year's fishing operations in New Jersey said 1,160 fishermen were employed on vessels; 1,284 were employed regularly on vessels and on shore, and 1,381 were employed part time on vessels and on shore. A total of 187 vessels were used, having a net tonnage of 2,953.

New Jersey's principal fish catch was menhaden, of which 63,244,000 pounds were caught. Other leading catches were whiting, 6,839,000; squeteagues or "sea trout," gray, 6,089,200 butterfish, 5,759,000; croaker, 4,061,700; scup, 4,355,500; 2,698,800; sea bass, 2,203,200; flounders fluke, 2,604,000; mackerel, 2,890,800; sea herring, 1,246,100; cod, 1,673,000.

Florida Leads South In Catch Value

IN respect to value of the catch, among the States in the South Atlantic and Gulf area during 1939, Florida held top ranking with \$5,099,000 for a catch which totaled 198,261,000 pounds. North Carolina ranked first with respect to volume of the catch, with production amounting to 224,457,000 pounds, valued at \$1,890,000.

Ft. Myers

Recently a commercial fisherman landed a sea monster which no one seemed to identify. Finally Capt. Ralph Snyder identified it as a *Luvarus imperialis*. The fish was shipped in dry ice to the American Museum of Natural History and identification was confirmed.

Stuart

Norris Cossaboom, operator of the Quality Seafood Market, announced recently that he had just completed a new wholesale unit and plans to build a new retail store on his own property one door South of the former location.

The new wholesale unit is a separate building on the back of the property with an entrance from another street. It is entirely separate from the retail store. It will have upstairs space for storing of barrels and nets, and cold storage units capable of handling 30,000 pounds of fish products of the St. Lucie-Indian River region.

St. Petersburg

Thought missing for five days, the *P. A.*, yawl-rigged schooner, quickly dispelled fear for the safety of its skipper and three members of the crew. Fred Olsen, skipper, explained that they were trying to make a good catch and didn't know that local coast guard air station had been searching for the *P. A.* The vessel operates for the Hibbs Fish Company.

Daytona Beach

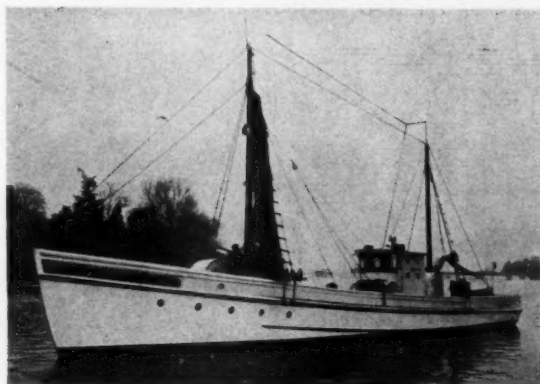
A special local bill will be prepared for the Florida Legislature giving Volusia County and the city of Daytona Beach authority to prevent ocean fishing boats from operating too close to shore.

The announcement followed a City Hall statement that more than 26 tons of dead menhaden were picked up from the beach where they had drifted after being killed and slipping out of nets from boats operating near shore.

Menhaden fishermen are alarmed about regulatory legislation that the city has proposed. A letter from the Quinn Menhaden Fisheries stated that the industry was distressed about the matter and stood ready to see that it didn't happen again. And that keeping the menhaden boats outside the three-mile limit would ruin the business.

Tallahassee

The manager of the local Chamber of Commerce, Cliff Davenport, said that Army Engineers in Mobile, Ala. were giv-



The Norfolk, Va., trawler, "Sea Roamer", owned by J. R. Lawson, C. L. Lawson and W. T. Quinn of Norfolk and equipped with a Western Electric 227-B radio telephone and a Western Electric 50-A radio compass.

ing favorable consideration to the Chamber's proposal that the gunnery range in the Apalachee Bay be moved further Southward. This would be in order not to interfere with commercial fishing interests there.

Shad Catch Declines in S. C.

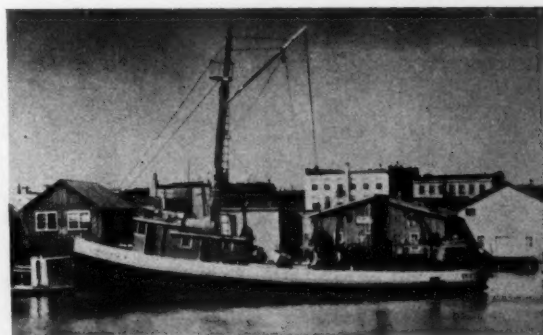
FOLLOWING a progressive decline in the catch of shad in the Edisto River, South Carolina, the present season has again shown a marked decrease in the shad catch at the area of most intensive fishing from the sea to 40 miles upstream, according to the Fish and Wildlife Service.

Estimates made on the fishing grounds rank the catch at one-third of that of 1940, when 7,300 fish were caught in the Edisto River system. Despite the fact that the fish have brought a dollar or more each from the fish buyers, many fishermen have failed to set shad nets. The shad fishing season has one month longer to run in the Edisto above the 40 miles limit and a late run of fish may reverse the downward trend.

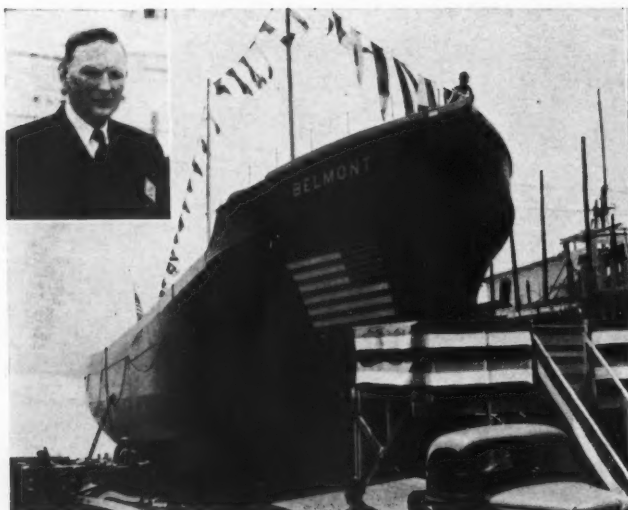
Production of Oils Decreases

A REVISION of the 1940 statistics pertaining to the production of marine animal oils in the United States and Alaska indicated that there were 24,567,000 gallons of oil manufactured during that year as compared with 35,981,000 gallons during 1939, according to figures released by the Fish and Wildlife Service.

The largest decline occurred in the output of pilchard oil, which showed a drop of about 8,000,000 gallons. Herring oil production declined about 2,000,000 gallons. Small decreases in whale, menhaden, and tuna liver oils were also shown.



The menhaden boat "Lynnhaven" owned by Carteret Fish & Oil Co., Morehead City, N. C., is powered with a 100 hp. Fairbanks-Morse Diesel and rigged with Wall rope.



Inset, Capt. Gudmundur Johansson, skipper; the "Belmont", just before launching; and the launching party—William G. Heyd and Carroll A. Oliver, who were representatives of the town of Belmont, Mass., for which the trawler was named; Mrs. Edith Usen, Irving Usen, Mrs. Lillian Ginsberg, sponsor; A. Murray Ginsberg.

"Belmont" Marks High in Wooden Trawlers

The Sixth Vessel in the Usen Trawling Fleet, Supplying the Modern Plants of the O'Donnell-Usen Fisheries Corp.

THE 124-foot wooden trawler *Belmont* which was launched on April 14, at Snow Shipyards, Inc., Rockland, Maine, is ready to join the Usen Trawling Company fleet at Boston, Mass. She will be commanded by Capt. Gudmundur Johansson, who has been skipper of the firm's *Brookline*.

The handsome new craft took her maiden dip following an appropriate ceremony, attended by Company officials and friends, being christened by Mrs. Lillian Ginsberg, of Newton, Mass. The vessel is named after the Town of Belmont, Mass., which sent special representatives for the occasion.

She is the sixth member of the Company's growing fleet, which comprises the *Arlington*, *Brookline*, *Cambridge*, *Newton* and *Winchester*.

The new ship is a fine tribute to the workmanship of her builder, Snow Shipyards, Inc., of which Phillip L. Smith is president and Fred C. Gatcomb, manager. She incorporates the latest in construction features that will make her a good seagoing and efficient operating craft.

The *Belmont* will supply fish to O'Donnell-Usen Fisheries Corp., which is affiliated with the Trawling Company, and operates modern packing plants at Boston and Gloucester, Mass. The head of the Trawling Company is Irving Usen, who is also Treasurer and General Manager of O'Donnell-Usen Fisheries. John R. O'Donnell is President of the latter concern.

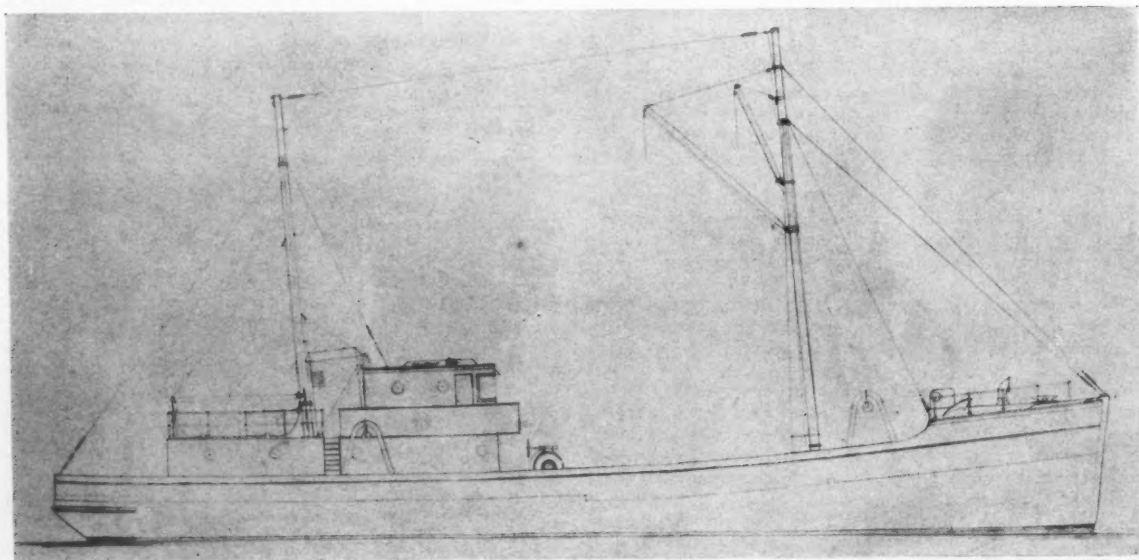
Construction

The *Belmont* is the largest wooden trawler ever to be built to American Bureau of Shipping standards for A-1 classification. Her equipment is most complete in every detail.

She has a beam of 23' 6", a draft of 12' 2" and a fish capacity of 235,000 pounds. There are accommodations for 18 men.

The lines of the hull show an easy entrance with a low bow, with considerable flare and without tumble-home amidships and aft. The stern is a full bodied radius type.

The Usen Fleet color scheme is used with black hull, red



Outboard profile plan of the new trawler "Belmont".



Left to right: John R. O'Donnell, President, O'Donnell-Usen Fisheries Corp.; Irving Usen, President, Usen Trawling Company; and Lawrence Rosen, Marine superintendent, Usen Trawling Company.

mast, gray deck house, white pilot house, gray waist and gold lettering. All paint was supplied by Socony Paint Products Co.

The vessel is ruggedly constructed with a 12" x 24" keel, 5" frames, 5" garboards, 4" second garboards, all of oak. Three inch yellow pine planking is used from garboards to waterline, and oak from waterline to covering boards. Rails, chock rails, buffaloes, rail stringers, etc., are of oak.

Steel Sheathing, Trunk and House

Chock rails are covered with $\frac{1}{2}$ " steel plate circling the entire boat. One quarter inch steel plate is welded to the chock rails, covering and dropping to the scuppers, over the entire length of the boat with $\frac{1}{4}$ " steel plate in the way of gallows frames, dropping to two feet below waterline.

The gallows frames are welded direct to steel base plates 14 feet long and 2 ft. wide of $\frac{3}{4}$ " boiler plate.

The trunk is made of $\frac{1}{4}$ " steel plate, mounted on a 6" sill, bolted through to frames. The housing-galley aft, mess room, etc., are above decks and officers' quarters for 4, below decks aft. A Shipmate galley range is used. The fo'c's'le contains 12 bunks. U. S. Plywood is used extensively for interior finish.

The pilot house is constructed of $\frac{3}{16}$ " steel and is of the radius-front, flying bridge type. It contains commodious Captain's quarters, including a built-in bunk, clothes lockers, private toilet and chart room. All of the sheet steel on the boat was supplied by Lukens Steel Co.

Machinery

The Belmont's main propulsion engine is a Fairbanks-Morse Diesel, 5 cylinder, 2 cycle, 14 x 17, direct reversing model, developing 575 hp. at 300 rpm. This unit is furnished with a fresh water cooling system using a Sims heat exchanger. Driven off the fly wheel of the main engine by a V-belt is a Fairbanks-Morse 25 kw. controlled voltage generator for lighting, operating in conjunction with a set of 110 volt Exide Ironclad batteries of 280 ampere hour capacity. The switchboard panels were furnished by Snow, and the engine room signal system by Kirk & Hacicht.

Motor driven pumps, all supplied by Fairbanks-Morse, include 3 centrifugal salt water circulating pumps driven by $7\frac{1}{2}$ hp. motors, and fresh water, lubricating oil and bilge pumps, each driven by 10 hp. motors.

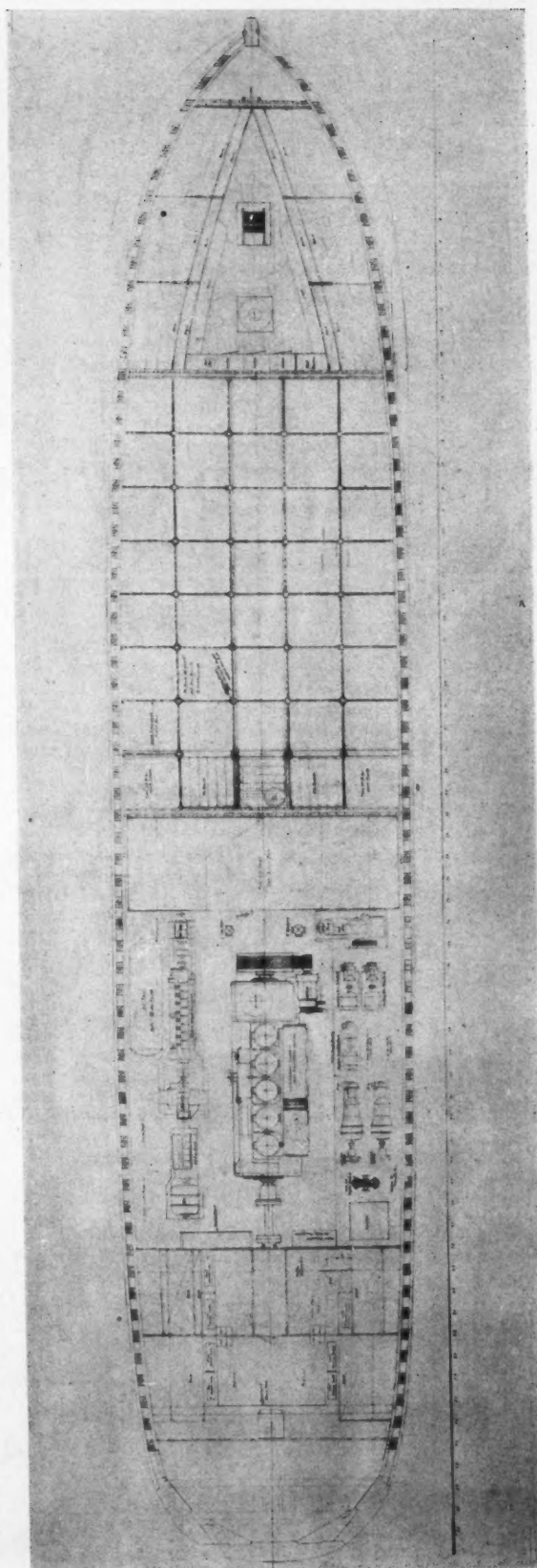
Auxiliary equipment includes a 4 cylinder, 40 hp. Fairbanks-Morse Diesel which drives an F-M 20 kw. generator.

The winch electrical system consists of an Electro-Dynamic 80 kw. generator and 100 hp. motor, driven by an 8 cylinder, 4 cycle, 120 hp. Fairbanks-Morse Diesel. The trawl winch, made by Bromfield Mfg. Co., is driven through worm gears and is equipped with simplified electric control.

There are two Gardner-Denver compressors, one driven off the 120 hp. winch engine through a Kinney clutch, and the other by an F-M $7\frac{1}{2}$ hp. motor.

The boat's propeller is a Hyde, 82" diameter x 54" pitch, and her stern bearing a Goodrich Cutless. The main shaft was furnished by Snow.

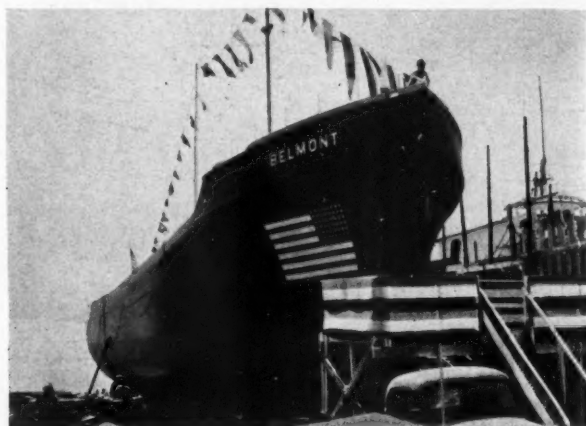
Steering equipment, all furnished by Edson Corp., consists of a 48" all bronze wheel; size 4, geared reduction steerer stand, with fitted forged chain running over chain sheaves, with spring



At right: arrangement plan of the new trawler "Belmont".

The New
**TRAWLER
 BELMONT**

*Latest Addition
 to the*



**USEN TRAWLING CO. FLEET
 OF SIX MODERN TRAWLERS**

Including the "Newton" - "Brookline"
 "Cambridge" - "Arlington" - "Winchester"



PRODUCING TOP QUALITY FISH
 for O'DONNELL-USEN FISHERIES Corp.
 Plants at Boston Fish Pier and at Gloucester, Mass.

Attractively Packed in Cellophane and Parchment Under These Well-known Brands



Fresh and Quickly-Frozen Fillets—Also Salt Fish

FAMOUS FOR QUALITY EVERYWHERE





At the O'Donnell-Usen Fisheries Corp. Packing Plant, Boston, Mass., showing at right: fish going from receiving hopper to scaling machine. Center: wrapping and packing, in paper cartons, fillets which have come off the cutting table belt. Right: placing covers on wooden boxes of fillets with the nailing machine.

shock absorbers, to a 42" radius cast steel quadrant. The boat has a steel rudder with steel rudder posts built of plate, which of itself has just about zero specific gravity.

Fuel tanks are located athwartships between the engine room and fish hold, and have 8,000 gallon capacity in four compartments.

All of the winch gear, gallows frames, deck fittings, and electric fish hoist were made by Bromfield.

Plumbing fixtures were supplied by A. B. Sands, navigating lights and fittings by Perkins Marine Lamp Co., and wire rigging by Hazard.

Navigating Equipment

An unusual feature of this vessel is the use of both Radiotelephone and Radiotelegraph apparatus. RCA equipment was selected, providing a 750 watt radiotelegraph station together with a powerful short wave telephone transmitter. The Radiotelephone is arranged to stand by for calls from shore-to-ship and ship-to-ship simultaneously, so as to be ever "on the bell" for calls from the office. This feature was developed by Lawrence Rosen together with RCA engineers, and is now a standard feature with Radiomarine. The latest type of Direction Finder is used, employing a device for the mechanical compensation of errors, this providing the Captain with "on the spot" bearings without reference to correction charts. This equipment is installed in the latest Maritime Commission ships.

Other navigating equipment includes a Kelvin-White spherical compass and Fathometer depth finder.

Mariners Fish Co. Subsidiary

At Gloucester, Mass., O'Donnell-Usen operate a subsidiary concern, the Mariners Fish Company, which is managed by Myron Bloom. This up-to-date packing plant has an excellent waterfront location on Commercial Street, where fish can be taken directly from the boats into the plant. The building is approximately 90 x 60 feet of two stories with concrete block wall construction.

This plant, opened a year ago, specializes in producing frozen redfish fillets the year round, with other varieties such as pollock and whiting being handled seasonably.

Here one finds the most modern fish handling equipment, all

arranged for the speedy efficient processing of high quality products. There are four separate departments, the section for incoming fish and scaling, the cutting room, the candling room and the packing line. Freezing operations are carried on at the Gloucester Ice & Cold Storage Co. plant.

As the fish are taken from the boat, they are emptied into a rotary scaling machine, which is a revolving, wire mesh covered, cylindrical unit, about 30 feet long and 4½ feet in diameter. From 10,000 to 15,000 pounds of fish can be scaled in one hour. The fish gravitate through under a spray of water, coming out on to a conveyor belt that carries them over the top of the cutting table, which is 35 feet long and accommodates 20 cutters. V-shape metal stops are dropped down on the belt when desired to direct the fish to the workers. The conveyor belt, which is continuous, returns along the underside of the table, to carry waste from the cutters to a hopper outside the plant.

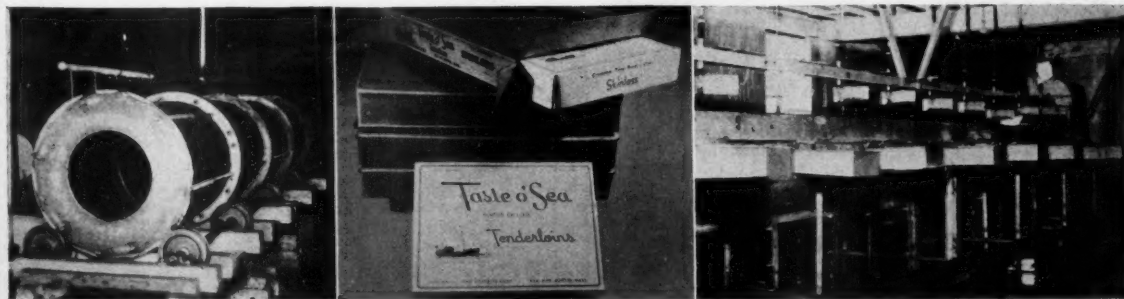
The filleted portions of fish are placed in pans beside each worker, to be later carried to the candling table. After a thorough "X-ray" inspection, the fillets are carried on a belt to the packing room, receiving a brine dip enroute. They are then packed in whatever type and size of wrapping and package that is required.

Over 50 people are employed at the Gloucester plant, one-half of whom are women who perform the candling and packing operations. An average of one million pounds of redfish per month are now being handled with a record month running up to 1½ million and a record single day of 90,000 pounds.

O'Donnell-Usen Boston Plant

The O'Donnell-Usen Fisheries plant at Boston is modernly equipped for streamlined production of attractively packaged, quality fish fillets. All the equipment is arranged for straight-line operation, so that the round fish coming in one end of the building make one continuous journey to the other end where they emerge in shipping containers.

The first operation is scaling, which is done by a semi-automatic unit. Fish are emptied into a hopper, to be conveyed up to an operator who places the tail of each fish under a specially designed clamp on a conveyor, which carries the



Left: the rotary-type scaling machine in the Mariners Fish Company plant, Gloucester, Mass. Center: O'Donnell-Usen's five-pound package and the ten-pound shipping container of "Taste o' Sea" quick frozen fillets. Right: the new fillet cutting table at the Mariners Fish Company.

SNOW SHIPYARDS

INCORPORATED

ROCKLAND, MAINE**BUILDERS**OF THE
MODERN DIESEL**WOODEN TRAWLERS****ST. GEORGE**

Fish Capacity 180,000 lbs.

NORTH STAR

Fish Capacity 210,000 lbs.

BELMONT

Fish Capacity 235,000 lbs.

VESSELS OF ALL CLASSES UP TO ONE THOUSAND
TONS DESIGNED, BUILT, HAULED, STORED, REPAIRED**TRAWLER
BELMONT**

is furnished with

EDSON
DEPENDABLE
STEERING GEAR

The new deluxe trawler "Belmont" of the Usen Trawling Company Boston fleet, built by Snow Shipyards, is furnished with complete Edson steering equipment, including 48" all-bronze wheel, geared reduction steerer stand, and 42" radius cast steel quadrant—all made to American Bureau of Shipping requirements.

A boat is no better than its steerer, and Edson's 80 years of experience assures you of modern, dependable equipment.

THE EDSON CORPORATION

49-51 D. Street

So. Boston, Mass.

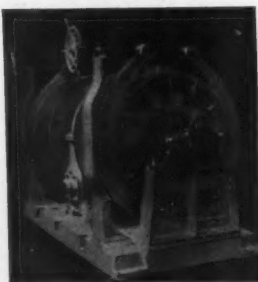
Manufacturers of hand-power steering; electric-hydraulic power steering, combined with auxiliary hand relief; non-chokable bilge pumps; boom jibers and exhaust hose.

**USEN TRAWLING COMPANY
FLEET OF SIX TRAWLERS**

Including the New "Belmont"

*all equipped with***BROMFIELD WINCHES***with Simplified
Electric Control*

Since 1929, the Usen Trawling Co., of Boston, has standardized on Bromfield winches, fish hoists and deck gear, for all of its trawlers. During this period, the equipment has been subjected to many severe tests. It has been proven always thoroughly reliable, giving efficient operation with positive, yet simple control. As a result, the Company duplicated previous equipment on its new "Belmont".

**BROMFIELD
MANUFACTURING CO., INC.**

211 Northern Ave. Boston, Mass.

Diesel Generating Sets
Marine Switchboards
Worm Drive Trawl Winches

Worm Drive Fish Hoists
Gallows Frames, Bollards, etc.
Gallows Blocks and Sheaves

**11 Years of Continuous
Dependable Service***to the***USEN TRAWLER FLEET**

"Arlington"—"Brookline"—"Cambridge"

"Newton"—"Winchester"

*Supplying Proven***Marine Lubricating Oils and
Diesel Fuel Oil****A grade for every engine requirement***Prompt Tanker Delivery***FISH PIER OIL SUPPLY CORP.**

Administration Bldg. — Fish Pier — Boston, Mass.

fish over circular scaling knives turning on an axle. For certain types of work Strand electric hand scalers are also used.

The fish leave the scaler, all washed and ready for conveying to either of two parallel fillet cutting tables, each of which accommodates 15 workers.

The cutting tables embody the latest ideas in fillet cutting. They have 3 conveyor belts, with the bottom two operating in conjunction continuously. The top one carries fillets to the adjacent packing tables, the center one brings in the round fish, and the bottom one carries out the waste which is conveyed to a huge elevated metal hopper outside the plant.

The packing tables employ 18 men who wrap the fillets and place them in either wooden boxes, tin cans or paper cartons. From here the boxes proceed on a roller conveyor to the nailing machine, the cartons to the sealing tables and the cans to the icing department. The finished products are then ready for shipment if fresh, or for the freezer if to be frozen.

The system of operating two separate cutting and packing lines works out particularly advantageously when it is desired to produce two kinds or sizes of wrappings and packages at the same time. Also, in case of curtailed production periods, it is not necessary to have all the machinery in operation.

Eighty workers are employed at the Boston plant and over 50 tons of fish are processed daily.

In addition to their large fresh and frozen fish departments, the Company does an extensive salt fish business. Fish are dried on flakes on a roof-top drying area. They are then split, boned, cut and packed in a clean, well-lighted salt fish room. Three neatly packed products are produced, namely Sun Kured brand codfish in a one-pound box, Tower brand codfish in a one-pound carton and Tower brand Fish Floss in a 5 oz. package.

Types of Packages

O'Donnell-Usen fresh and frozen fillets are available in numerous types of packages, each designed to suit the requirements of various buyers and consumers. All wrappers and cartons have eye appeal and carry the Company's Taste o' Sea or O'Donnell Quality brand name.

Fresh fillets are parchment wrapped in 15 and 20-pound National fillet cans, which are iced in wooden boxes for shipment.

Frozen fillets are wrapped in Nashua-Printed Dupont Cellophane, in waxed Paterson parchment or packed in parchment lined layers. They are packed in 1-pound, 5-pound and 10-pound waxed Russell cartons and in 10-pound wooden boxes. For shipping, Bird containers are used, with two 5-pound cartons or six 1-pound cartons being packed in the master cartons. All North Atlantic varieties of fish are produced.

The Organization in Review

The history of the Usen business dates back 24 years when Irving Usen, at the age of 17, started in the salt fish business in a very small store without capital. Through the ensuing years his enterprise showed steady growth, with the subsequent branching out into the fresh and frozen trade, and with the acquisition of several fishing vessels.

Later he was joined by John R. O'Donnell, who was established in the fillet business, being one of its originators, and known for his interest in the advancement of packaged fish. The firm name was changed to O'Donnell-Usen Fisheries Corp. and their Boston plant was enlarged and fully equipped with modern machinery. In 1937, Usen built two steel trawlers, the *Arlington* and *Winchester*. A year ago the Mariners Fish Co. subsidiary was opened at Gloucester.

The Usen trawler fleet has an enviable reputation and its vessels are continually among the high-liners at the Boston Fish Pier. All of the vessels are commanded by successful, well-known Captains. No small share of their success is due, however, to the well planned maintenance program directed by Marine Superintendent Lawrence Rosen, assisted by Shore Engineer Peter MacLean. The fleet is painted twice a year and given a complete overhaul annually, in addition to periodic check-ups. All have Fairbanks-Morse Diesels and use Shell Oils, furnished by Fish Pier Oil Supply Corp.

Boston Pier Landings for May

(Hailing fares. Figure after name indicates number of trips)

Acme (4)	86,900	Killarney (2)	115,000
Adventure (3)	265,000	Lark (4)	667,000
Adventure II (2)	206,000	Liberty (1)	30,700
Aiden (3)	135,000	Marcella (2)	94,700
Alice and Mildred (3)	181,000	Maria Diaz (3)	56,000
Alice J. Hathaway (5)	370,000	Maris Stella (1)	35,800
American (2)	199,000	Martha G. Murley (2)	93,000
American Eagle (1)	75,000	Mary Grace (1)	71,000
Andrew & Rosalie (2)	130,000	Mary & Jennie (4)	74,400
Annie & Josie (3)	58,100	Mary J. Landry (1)	41,000
Antonina (6)	104,300	Mary W. (4)	283,000
Arlington (2)	283,200	Mayflower (3)	82,700
Atlantic (1)	83,000	Nancy S. (1)	47,800
Bethulia (3)	155,000	Naomi Bruce III (2)	87,000
Bettina (3)	225,000	Neptune (4)	480,000
Billow (3)	503,000	New Bedford (4)	306,000
Boston (1)	77,000	Newfoundland (2)	176,000
Breaker (3)	511,000	Newton (4)	624,000
Breeze (2)	351,000	North Star (3)	486,000
Brookline (3)	464,000	Ocean (3)	672,000
Cape Ann (3)	181,000	Olympia (2)	138,000
Capt. Drum (2)	85,000	Palestine (1)	66,000
Catherine Graffeo (2)	95,000	Pelican (2)	110,000
Catherine Saunders (3)	192,000	Plymouth (3)	347,000
Comber (2)	284,000	Portugal (1)	36,000
Cormorant (1)	260,000	Princess (3)	68,200
Crest (2)	481,000	Quincy (3)	331,000
Dartmouth (4)	333,000	R. Eugene Ashley (1)	54,000
Dorchester (2)	230,000	Rainbow (4)	267,000
Doris E. Eldredge (2)	114,000	Rita B. (3)	260,000
Ebb (3)	564,000	Roma (5)	112,100
Elizabeth N. (1)	65,000	Rose and Lucy (3)	180,000
Elk (1)	66,000	Rose Marie (3)	186,000
Elva and Estelle (1)	49,000	Rosie (4)	103,000
Ethel B. Penny (2)	94,000	Ruth and Margaret (1)	69,000
Fabia (4)	501,000	Saint Ann (2)	140,000
Felecia (1)	92,000	St. George (3)	417,000
Flow (2)	502,000	Santa Maria (3)	197,000
Foam (3)	468,000	Santina D. (2)	60,600
Frances C. Denehy (3)	252,000	Sea (1)	122,000
Frank F. Grinnell (2)	125,000	Sea Ranger (4)	317,000
Gale (2)	437,000	Spray (3)	461,000
Geraldine & Phyllis (2)	205,000	Squall (2)	323,000
Gertrude DeCosta (1)	65,000	Stanley B. Butler (4)	333,000
Gertrude Parker (3)	216,000	Storm (2)	366,000
Gertrude L. Thebaud (1)	96,000	Surf (3)	615,000
Gossoon (2)	108,000	Swell (3)	690,000
Grand Marshall (1)	35,000	Thomas Whalen (5)	566,000
Hekla (2)	300,000	Three Sisters (1)	60,000
Helen M. (3)	110,000	Tide (2)	605,000
Ivanhoe (4)	194,200	Triton (3)	393,000
J. B. Jr. (4)	96,200	Vagabond (2)	158,000
J. B. Jr. II (3)	76,700	Vandal (4)	386,000
J. M. Marshall (2)	126,000	Venture II (3)	278,000
Jackie B. (1)	40,000	Viking (2)	127,000
Jennie & Julia (3)	182,000	Wamsutta (2)	99,000
Josephine & Mary (3)	195,000	Wave (3)	634,000
Josephine P. (5)	131,000	Wm. J. O'Brien (3)	410,000
Josie II (4)	97,200	Wm. L. Putnam (1)	69,000
Josie M. (4)	124,700	Winchester (3)	499,000
		Winthrop (4)	489,000

"Tide" Brought in 371,000 Pounds

A fleet of 18 vessels arrived at the Fish Pier on May 13, bringing 1,029,100 pounds of assorted groundfish. Of this total, nearly one-third, or 371,000 pounds, comprised a single fare, that brought in by the Boston trawler *Tide*, one of the Forty Fathom fleet. This haul, made on the Middle Ground, up on Western Bank, closely approaches the record of 385,000 pounds, made a few years ago.

315-Pound Sturgeon

A 315-pound sturgeon, one of the largest of the species ever seen here, was brought to the Fish Pier on May 15 by the trawler *St. George*. The big fish was taken captive on Georges.

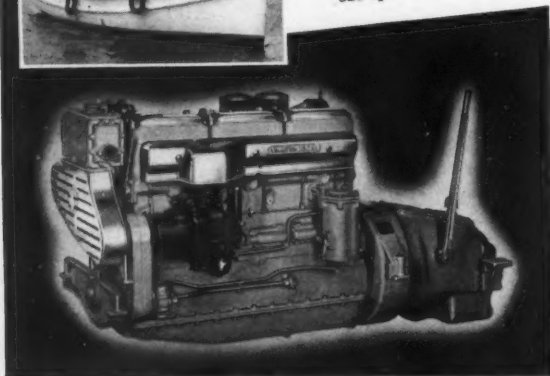
FOR "PREPAREDNESS IN POWER" Specify **CUMMINS** Dependable **DIESELS**

Power-wise fishermen are practicing "preparedness in power" by choosing Cummins Dependable Diesels . . . the proved power from the standpoint of low-cost, dependable service and national recognition. With Cummins Dependable Diesels, they are protected against engine failures and excessive maintenance . . . assured of maximum pay-loads . . . at a profit-making low cost. For your boat, specify a Cummins Dependable Diesel. Cummins Engine Company, 6616 Wilson Street, Columbus, Indiana.



LEFT: A. G. Teston, skipper of the 46-ft. shrimp, JACK & JILL, says: "With the switch to a Cummins Diesel, our catches have shown a steady increase."

BELOW: Model HMR-600 Cummins Dependable Diesel. 150 hp. at 1800 rpm. Other marine models from 33 to 325 hp.



CUMMINS DIESEL ENGINES, INCORPORATED
1106 Shoemaker Street, Philadelphia, Pennsylvania
CUMMINS DIESEL ENGINES OF NEW ENGLAND, INC.
7 Wethersfield Avenue, Hartford, Connecticut
CUMMINS DIESEL SALES OF JACKSONVILLE, INC.
1534-38 East Eighth Street, Jacksonville, Florida

Fulton Market Wholesale Prices

Specie	May 1-10	May 12-17	May 19-24	May 26-31
Bluefish	.14-.28	.20-.30	.23-.25	.12½-.40
Bonito	.03-.04	.03½-.07	.01½-.04	.02½-.03
Butterfish	.04-.12½	.02-.12	.02-.14	.01½-.11
Codfish, steak	.05-.10	.04-.10	.03½-.08	.03-.07
Codfish, mkt.	.04½-.06	.03-.06	.03-.05	.03-.05
Croakers	.02½-.04½	.. ..	.02-.03½	.02½-.03½
Eels	.05-.12½	.08-.12½	.05-.10	.. ..
Flounders	.01¼-.08	.01½-.12	.02-.12	.01½-.12
Fluke	.07-.14	.07-.18	.05-.18	.06-.15
Haddock	.02-.06	.03-.06	.03¼-.05	.03-.05
Halibut	.14-.20	.14-.17	.12-.15	.10-.15
King Whiting (Kingfish)	.05-.10	.04-.06	.03-.05	.02-.03
Mackerel	.03½-.20	.02½-.08	.03½-.10	.04-.10
Mullet	.. ..	.. ..	.04-.04	.. ..
Pollock	.02½-.05	.02-.05	.02½-.04	.02-.04
Pompano	.40-.40	.. ..	.. ..	.. ..
Salmon, Pac.	.12-.20	.26-.30	.25-.29	.30-.30
Scup	.02-.08	.02½-.07	.02-.06	.01-.04
Sea Bass	.06-.16	.04-.16	.02-.12	.02-.10
Sea Trout, gray	.02½-.23	.01½-.20	.01½-.18	.01-.18
Sea Trout, sptd.	.18-.23	.. ..	.. ..	.. ..
Shad	.01½-.12	.02½-.12	.01-.12	.01-.10
Silversides	.01-.01	.75-1.00	.. ..	.. ..
Red Snapper	.18-.20	.17-.17	.. ..	.15 .18
Sole, gray	.04-.10	.06½-.11	.06-.10	.06-.09
Sole, lemon	.06-.07½	.05-.07	.04-.06	.05-.07
Striped Bass	.11-.18	.12-.18	.12½-.17	.18-.25
Tautog	.. ..	.. ..	.03-.04	.. ..
Tilefish	.06-.07	.. ..	.06-.06	.. ..
Whiting	.01½-.05	.25-2.00	.75-2.00	.50-2.50
Yellowtails	.02-.06	.01¾-.06	.02-.07	.01-.06
Clams, hard	1.25-7.00	1.25-7.00	1.25-3.00	1.00-3.50
Clams, soft	1.00-2.00	1.00-3.00	1.00-2.00	1.25-2.00
Conchs	1.25-2.50	1.00-2.50	1.00-2.25	1.00-2.50
Crabs, hard	1.00-2.25	1.00-2.00	1.50-2.00	1.00-1.75
Crabs, soft	.25-2.00	.20-1.25	.20-1.00	.25-1.00
Crab meat	.35-.70	.25-.50	.30-.65	.35-.70
Lobsters	.24-.31	.21-.28	.21-.28	.27-.31
Mussels	.50-.75	.50-.75	.50-.75	.50-.75
Scallops, sea	1.50-1.65	1.50-1.50	1.50-1.50	1.50-1.50
Shrimp	.10-.30	.16-.25	.17-.22	.14-.25
Squid	.03½-.10	.02¼-.05	.02¼-.04½	.02½-.03½
Frogs Legs	.45-.50	.55-.55	.40-.60	.45-.50

Kessler Addresses Convention

A. B. KESSLER, Executive Secretary, Fishery Council, in his address before the recent Oyster Convention, entitled, "The Promotion of Sales of Fish and Shellfish", stressed the need for advertising and publicity. Following is some excerpted material.

"This is the keenest competitive sales promotion age of all time. To have a good product is not enough, you must literally get up on the roof top and let people know about it or else some other good product will get there ahead of you. People have so many distractions these days they have neither time to find out about you and your product nor to go to your doorstep. You have to go out to them and tell them about what you hope to sell.

"Of all food industries, our industry must keep selling the public the idea of buying our seafoods. We have ignored the consumer too long and through neglect, that important person, and his money, are being lured to other foods which are out to get him. Let's win our way back into the consumer's stomach—and keep our products there. It will be a hard, long fight—a never-give-up fight—but a mighty worth while fight in the matter of dollars and cents written on your ledgers in black ink."

Block Island Swordfishermen

JUNE 1st found Block Island fishermen rapidly fitting up for the Summer season; three boats, the *Audrey M.*, Capt. Merwin Willis, the *Stanley*, Capt. Eugene Stinson, and the *Priscilla*, Capt. Fabyan Allen, all rigged up for swordfishing.

Vineyard Fishermen Find That Things at Sea are Late

By J. C. Allen

AS May slips astern the local set-up between four and forty fathoms may be said to be operating on Summer schedule. There is nothing remarkable about this fact because just as surely as the shad-bush blooms in the swamps just so sure the trap-net is in, and the scup are running. That has been the rule since the days of the old Opekankino, and there never has been a variation so far as the records show.

It cannot be said, even with June under the forefoot, that the season promises anything sensational. Although the landsmen all swear by the Great Hookblock that the Spring has been early, and point to the vegetation, flowers and the like, as positive proof; still all hands afloat say that things at sea are late, and there is ample evidence in support of the statement.

Pugs Linger

Inshore waters still supply an occasional pug on a hand-line, which is a good two weeks later than they ran a year ago. They showed up then, ran chin-deep to a giraffe for a couple of weeks and then left for whatever business a flat-fish may have during the warm weather. But this year they showed up late and are still lingering.

Scup on Schedule

Alongshore, the scup showed up on schedule, and they were as fine a grade of fish as the traps have ever taken. But although the gear to the westward of us has taken plenty, there have been no large hauls made during the past month in Vineyard waters.

Finest Shad Ever

Something that was a trifle unusual, and inspiring, was the appearance of some shad. Large, heavy fish, that tasted like a flavor encountered during a dream. All joking aside, they were the finest shad that ever happened, and there have not been too many Springs of late when the local inhabitants have tasted shad taken in our own gear.

Mackerel Early

Mackerel started to run inshore earlier than usual. The schools thus far have been a mixture of fish of all sizes. Bailed out hit-or-miss by nature, as you might say, with no regard for culls. But they bit on a jig weeks earlier than usual, which may mean something else. Nobody knows what. Possibly the war. It seems to make all hands feel more or less savage, and maybe the cussed fish have become excited over being disturbed so much.

Cod Enjoys Lobster

The lobstermen turned-to long ago and have dumped plenty of gear overboard, but not with any hope of a Spring clean-up. Inshore lobstering in these latitudes has gone to the devil along with the old-timers who used to make it pay. If anything can be done about it, the State authorities aim to discover it and to give it a whirl, but from the viewpoint of the Wheelhouse Loafer who pilots this column, it's like locking the car after the catch has been swiped. We doubt like the devil if they can be brought back unless we shut down altogether on lobstering in all waters for a spell. Even that may not be enough, with things as they are.

This Spring's catch, to date, has run to chicken lobsters, hardly any of which were old enough to breed, or at least, to produce spawn. Arguments to the effect that they would grow to spawning size leave us in a chill. They WOULD, if nothing made a lunch off them in the meantime. But along with this early run, there has been an early run of cod, too, which species of seafood in the raw stuck to the ledges like grim death sticks to a dead dog. If anyone wants to know why they hung to the rocks, it was because they found something there to feed on, and any fisherman knows that a cod enjoys lobster as much as a chorus girl.

Later, maybe, if war doesn't break out on the coast or the artillery doesn't shake the bottom out of the ocean, there will be a dollar to be made offshore. The pots fish fairly well there in certain bearings, and the catch does not run altogether to chickens. But, where the gang is able to make a dollar then and there, they are playing hell with the future supply by cleaning up the only specimens that are large and strong enough to stand off a codfish or other natural enemy.



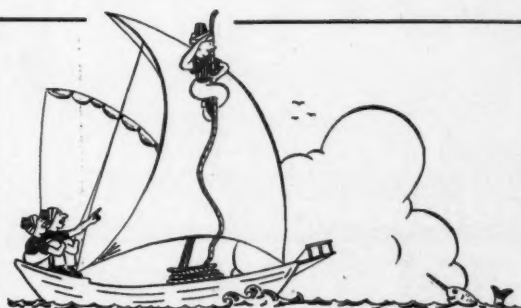
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New Brunswick Herring Plentiful

By C. A. Dixon

NOT for many years past have sardine herring been so plentiful in the Spring as they now are, with the month of June, always considered the poorest month of the season, still producing fish in satisfactory quantities. The fish struck in the Quoddy region during the first of May and hundreds of weir fishermen awoke one morning to find their weirs "black with fish", and with a good demand. Scores of weirs caught from ten to fifty hogheads each, and even larger quantities were impounded, but sales were not as brisk as was wished owing to the presence of red feed in the little sardines. This condition made it imperative that the fish be kept impounded for three days, in some cases; but even so, the ultimate disposition of the first catches of the season took place within a reasonable time, and more fish have been caught steadily ever since. Many thousands of dollars, in the aggregate, were paid out by both Maine and New Brunswick factorymen daily for sardines, and Quoddy River and its neighboring bays and inlets presented a most animated appearance as boatload after boatload of sardine herring were taken to the various canning plants at Black's Harbour and Fairhaven, N. B., and at Eastport, Lubec, Pembroke, and Robbinston, Me. Boatmen have made a good start on the 1941 season, some having stocked more money prior to June than they did during entire seasons in some years. Weirs at Deer Island and the outlying islands of the Parish of West Isles, N. B., came into their own once more, and the famous "Irish Channel" region produced old time catches for the weir owners. The putting into circulation of this money paid for fish, started the ball rolling in regard to the purchase of new twine equipment such as seines, marline netting and other twine products. Dealers report a marked increase in sales, for, not only the fishing region referred to furnished customers with smiles on their faces, but the same thing occurred at Grand Manan and in St. Andrews Bay and all along the mainland coast of Charlotte County. It would seem that real prosperity has come to the southern New Brunswick sardine fishermen, and that means prosperity for dealers in fishermen's equipment and marine supplies throughout the region extending from Saint John, N. B., to Lubec, Me., in particular, and farther along the Maine coast where good supplies of fish have also been the order of the day. Every sardine factory on both sides of the border is being operated at capacity or near capacity production.

Pollock

Pollock struck in Quoddy River during the first of May and some fish were landed by the pegging method at the old reliable fishing ground called Green Island Shoal. The catches were not large at the first part of the month but it is hoped that June will produce better results. With plenty of herring everywhere, prospects for a good pollock fishing season seem bright.

Smoked Herring

An encouraging feature of the smoked herring business at Grand Manan is the fact that not any more than enough remain on hand to fill June requirements. While the sale has been somewhat slow, of late the demand for boned herring which was practically eliminated by the increased price occasioned by the West Indies demand for the round herring, shows signs of reviving and small orders are again being shipped out.

Weir building has been the big business at Grand Manan and very large quantities of weir material have been landed at various island districts, from the mainland of New Brunswick. Much more interest and faith is being placed in the weir industry this year than for many years past, owing to the increased demand for sardines and good prospects for the smoked herring business.

Herring Scales

The price of herring scales dropped to four cents a pound during May, but the fishermen who collect the tiny wafers have made, and are making, good money at that as catches of herring are much larger with consequent steady scale production.

Lunenburg Schooners

By H. R. Arenburg

THE Magdelene schooner *Typhon*, Capt. Arsenault, arrived in Lunenburg from Halifax and is undergoing repairs here. The *Typhon* brought a cargo of pickled fish to Halifax from the Magdelene Islands.

The schooner *Bluenose*, Capt. Harry Demone, is giving up fishing during the Summer months and will go into the freight-trade carrying dry fish from Cape Breton ports to Halifax.

Fresh Fish Landings

Among the fresh fish landings during the past month were the following: Sch. *Marshall Frank*, Capt. Frank Risser, 172,000 pounds; Sch. *Jean and Shirles*, Capt. Newman Wharton, 220,000 pounds; Sch. *Carolyn Rose*, Capt. Calvin Tanner, 170,000 pounds; Sch. *Alcala*, Capt. Orlando Lace, 130,000 pounds; Sch. *Lila L. Boutillier*, Capt. George Himmelman, 106,000 pounds; Sch. *Marilyn Claire*, Capt. Elbourne Demone, 90,000 pounds; Sch. *Fairmorse*, Capt. Napean Crouse, 80,000 pounds; Sch. *Halagonian*, Capt. Daniel Mosher, 75,000 pounds; Sch. *Bluenose*, Capt. Harry Demone, 60,000 pounds; Sch. *R. B. Bennett*, Capt. Albert Crouse, 60,000 pounds; Sch. *Bessemer*, Capt. Thomas Himmelman, 25,000 pounds of halibut. These landings were made at Halifax, Lockport, Liverpool and Lunenburg.

Salt Fishermen

Among the salt fishermen landing catches during the month were the Sch. *Flora Alberta*, Capt. Guy Tanner, landing 2100 quintals and the Sch. *Nina Conrad*, Capt. George Valis, who landed a cargo of 1400 quintals for Zwicker & Co., Ltd., brought here from Newfoundland.

All of the salt fishing schooners the first of June were on the fishing banks on their Spring fishing trip, some of them fishing on the banks off Nova Scotia and others on the Grand Banks off Newfoundland. From reports received from these schooners when they got into port for bait the indications are that the Spring trip will be very successful and that a fairly large amount of fish will be landed from the Spring trip. The market for salt fish at the present time is very good. The fish warehouses at the present time are practically empty and while the price is not a great deal higher than last year there will be ready market for the new fish when they are cured and ready for export.

Shore Fishermen

The shore fishermen along the Lunenburg County shore line are having only fair results in the inshore fisheries. Very little lobstering has been done this Spring and most of the lobster fishermen took their gear out of the water early in the season due to the small price for this class of fish. On the whole the lobster fisheries have been good during the past season. The season opened with good prices and the weather was such that during the time the fishermen were operating very little gear was lost.

Death Takes Cooper-Bessemer President

CHARLES BERNHARDT JAHNKE, president and general manager of The Cooper-Bessemer Corporation, died at Mercy Hospital in Mount Vernon, Ohio, on Tuesday, May 6. A heart attack, suffered while he worked in the garden of his home on the previous Saturday afternoon, proved fatal to Mr. Jahnke, after hopes for his recovery had brightened.

Born at Cincinnati, Ohio, in 1889, Mr. Jahnke graduated from the University of Cincinnati, and was for twenty-one years associated with Fairbanks, Morse & Company, having achieved the positions of chief engineer, works manager, and finally director of engineering. In 1931 he joined the International Harvester Company. Four years later he became affiliated with The Cooper-Bessemer Corporation as its chief engineer. In 1937, he became a vice-president and general manager of the corporation and, on December 27, 1940, was elected to the office of president and general manager.

Mr. Jahnke was a member of the American Society of Mechanical Engineers and Society of Automotive Engineers.

Trawler Repairs

...BY BETHLEHEM



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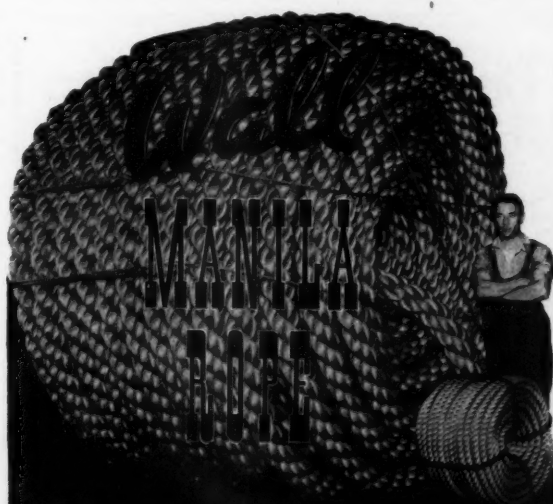
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Name of the nearest Michigan Service Station may be had by writing, wiring or telephoning the home office at Grand Rapids, Michigan.

Caterpillar Installations

IN addition to 7 recent Caterpillar installations at St. Augustine, Florida, Caterpillar Diesel Marine engines have been installed recently in the following: *Cormorant*, Provincetown, Mass., D13000, 100 hp.; *Doris*, New Bedford, Mass., D8800, 70 hp.; *Virginia S.*, Captain Roderick Singer, Stonington, Conn., D4600, 55 hp.; *Elkhorn*, Florida Fish Company, Philadelphia, Pa., D13000, 100 hp.; *Sickle*, Wallace Fisheries, Morehead City, N. C., D13000, 100 hp.; *Maude and Mable*, Capt. Barkley Tomlin, Southport, N. C., D8800, 70 hp.; *Restaurator*, Joe Assumpaco, Brunswick, Ga., D8800, 70 hp.; *Doris Oliver*, Lopes Shrimp Co., Delcambre, Louisiana, D6600.

Recent Developments in F-M Diesels

FOLLOWING is a brief description of some of the recent developments in the Fairbanks-Morse line of Diesel Engines.

In order to round out the four-cycle Model 36 line of F-M engines an 8-cylinder 4 1/4 x 6 engine has been developed. This is an inline engine rated at 80 BHP at 1200 RPM and follows the general design of the other 4 1/4 x 6 sizes, from one to six cylinders. This engine is furnished for either electric or air start. It is arranged for indirect cooling and may be had with a built-in heat exchanger together with the necessary soft and raw water circulating pumps.

Pressure lubrication has been applied to the line of Model 35 F-M engines in all sizes. The dry crankcase is still retained and two lubricating oil pumps, both of which are built-in and driven from the camshaft, are employed. The used oil pump draws the oil from the crankcase drain header, forces it through a lubricating oil filter to a clean oil storage tank. The clean oil pump has its suction in the clean oil storage tank and discharges into the pressure header which supplies oil under moderate pressure to the main and crankpin bearings. A separate line also provides oil under pressure for the camshaft bearings, gears, etc. The pressure system also automatically keeps the force feed lubricator filled at all times and this lubricator in turn supplies oil under pressure to the pistons, cylinders and piston pins.

To further round out its line of marine propulsion engines, Fairbanks-Morse has recently developed an 8-cylinder 10 x 12 1/2 Model 35 engine with pressure lubrication along the lines of the other heavy duty two-cycle engines in this line. This engine is rated at 320 BHP at 400 RPM. This engine is direct reversing, of compact design and logical speed horsepower ratio.

A new bulletin, 3500F, descriptive of the latest Fairbanks-Morse achievement, Model 35F, is just off the press. Some salient features are stated as:

Full Diesel, two-cycle, direct injection of fuel, open-head combustion, simple piston-operated ports. Improved back-flow scavenging. Completely automatic pressure lubrication. All lubricating oil continuously filtered. Accurate speed control acting through the governor. Simple and convenient starting controls. Needle roller type piston pin bearings. Air inlet and exhaust valves and their operating mechanism eliminated. All working parts enclosed—yet readily accessible.

Robert C. Gates, Superior Diesel dealer for Del-Mar-Va Peninsula South of the Delaware and Chesapeake Canal.



National Supply Company Extends R. C. Gates' Territory

ROBERT C. GATES, veteran marine engine man of Port Norris, N. J., and for the last eight years dealer in Cumberland and Salem Counties, N. J., for Superior Diesel engines, has been appointed dealer also for the entire Del-Mar-Va Peninsula South of the Delaware and Chesapeake Canal.

Mr. Gates' headquarters will remain at Port Norris, where he has a well equipped machine shop and an able staff of Diesel trained mechanics.

During his association with the National Supply Company, Mr. Gates has powered many boats of the South Jersey Oyster Fleet with Superior Diesels, and is a familiar figure throughout the entire Chesapeake Bay area.

Mack's Jacksonville Branch Moves

ON Monday, June 2nd, the Jacksonville Branch of the Mack-International Motor Truck Corporation moved into its new quarters at 2203 West Beaver Street, Jacksonville, Fla.

Modern in design and equipped with every new device for quick, efficient and economical service requirements, the building has a 22,700 square foot area, while its spacious yard has a total of 17,180 square feet.

This is the eighth completed building of ten erected according to the Mack Company's plans and specifications during the last two years. Each plant reflects the most persevering research by branch and division organizations, under the direction of the home office inspectors and service and heating engineers, all collaborating with local architects and builders, to formulate plans and perfect designs. Selection of locations of all these new branch buildings was made with the main idea of maximum service to customers, away from heavily congested city traffic centers.

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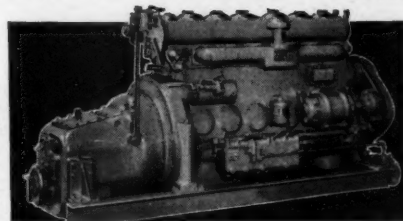
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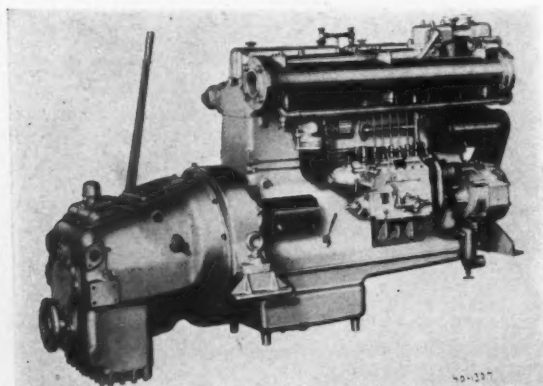
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Index to Advertisers

Atlas Imperial Diesel Engine Co.	Back Cover
Bethlehem Steel Co. (Wire Rope)	21
Bethlehem Steel Co. (Shipbuilding Division)	23
Bromfield Manufacturing Co., Inc.	18
Camden Shipbuilding and Marine Railways Co.	22
J. F. Carter Company	22
Columbian Rope Company	Front cover
Cummins Diesel Engine Co.	20
The Edson Corporation	18
Fairbanks, Morse & Co.	Inside front cover
L. W. Ferdinand & Co., Inc.	24
Fish Pier Oil Supply Corp.	18
D. O. Frost Corp.	24
Hathaway Machinery Co.	25
Island Harpoon Co.	26
The Linen Thread Co., Inc.	24
Murphy Diesel Co.	25
The National Supply Co.	4
New Bedford Cordage Co.	21
Northill Co., Inc.	26
O'Donnell-Usen Fisheries Corp.	16
W. A. Robinson, Inc.	25
The Sea-Pal Radio Co.	24
Snow Shipyards, Inc.	18
Superior Diesels	4
Wall Rope Works, Inc.	23
Waukesha Motor Co.	3
Where-to-Buy Directory	Inside back cover
Where-to-Ship Directory	25
Wolverine Motor Works, Inc.	3

f.

ne
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er

21

23

18

22

22

ver

20

18

ver

24

18

24

25

26

24

25

4

21

26

16

25

24

18

4

23

3

cover

25

3